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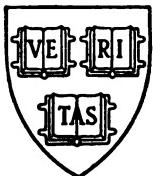
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A N

ADDRESS

on the subject of the American Revolution.

DELIVERED BY

Paine
WILLIAM P. SHEFFIELD,

BEFORE THE

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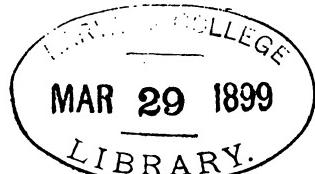
IN PROVIDENCE,

FEBRUARY 7, A. D., 1882.

WITH NOTES.

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PREFACE.

From diversified sources, scattered and often meagre materials, with patient labor and persistent effort I have collected the following story of privateers and privateersmen of Rhode Island. The sources of information are papers in the office of the Secretary of State, copies of commissions, papers connected with the administration of the admiralty jurisdiction (note 1), records of notarial protests, merchants' account books, old papers, letters and newspapers. This information must be imperfect. The list of privateers must be especially imperfect, as there remains no record of the commissions issued, and nothing that at all approximates to a record, even of the doings of the courts of admiralty. My object has, however, been to save something from the existing fragments, that more than is now accessible to the general reader may be brought under his observation in reference to this important part of our local history. The effect of privateering in our colonial wars, and the important part that it bore in our revolution has not been properly estimated. I have added in notes a reference to pirates, not because of any affinity between their vocations than that of privateersmen, and something of the several Canada expeditions and of the capture of Louisburg, because those parts of our history ought to be preserved, and these events are not wholly disconnected with the subject of privateering, for commissions to privateers were sought at times to be used as a cover for piracy, and privateers acted an important part in some of the Canada expeditions. I have added a note to show something of the effect of privateering upon the slave trade. (See n. 11).

THE AUTHOR.

ADDRESS.

MR. PRESIDENT:

History is the memory of time; the life of the dead; the light-house of the past, and a source of philosophy for the future. The object of this society is to discover, gather, and disseminate the history of Rhode Island, and thus to determine the place the State is to occupy in the galaxy of States around it. The achievements of a people constitute the glory of the State, an incentive and an inspiration to the young, and a solace to the aged. Your work is therefore an exalted one, and the history of Rhode Island is a theme worthy of your highest efforts. As one of those whose lineage has been connected with every period of this history, I come to-night to contribute my mite to the work you have in hand.

No picture, no landscape is perfect which is not made up of light and shade; and no history contains the whole truth which describes only the sunny side of life. It was the terse demand of the stern Cromwell to his artist, to "paint me as I am," and justice requires that we should relate the facts of our history as they occurred. I purpose to enter a neglected field, and to recall, or revive, forgotten, or almost forgotten, facts. Rhode Island priva-

teers and privateersmen is my subject—the militia of the sea. At the times of which I shall treat we had no public armed vessels, or next to none, and the colonies had to rely alone, or almost alone, upon what then were known as “private men of war.”

April 15, 1649, Roger Williams, of whom Robert Southey said: “When Wales shall find a Fuller to write of its worthies, if Williams is not entitled to the first place in its history, he will have a place among the first,” wrote to John Winthrop of Connecticut, about a prize which had been taken and brought in by a Captain Clarke, which the Dutch contended had been taken in violation of the treaty between England and Spain. The same year (1649) one Bluefield, a Frenchman, brought a prize into Newport. Bluefield purchased Captain Clarke’s frigate to go to the West Indies, but the court hesitated to clear him from port, fearing that his vessel might be employed against American commerce.

In the war between England and the United Provinces in 1652, while the Island of Rhode Island was separated from the Providence Plantations in consequence of the unhappy differences incident to the Coddington commission, the colony was authorized by the British government to issue commissions to private armed vessels, and was directed to use its exertions to offend the persons and property of the enemy. The east end of Long Island was settled by men who were included in the judgment of the General Court of Massachusetts of November 7, 1637, under which Clarke, Coggeshall, Sanford, and their associates, the early settlers of Rhode Island proper, were

exiled. The west end of Long Island was inhabited by the Dutch, and the Dutch were on the most friendly terms with the native Indians. John Underhill, who had seen military service in the wars with "the Low Countries" before coming to America, and since his coming had rendered distinguished service to Massachusetts in the Pequot war, was a leader among these Long Island settlers. The Island was divided by a well understood line between the Dutch and the English. A very bitter hatred existed at this time between the Dutch and Indians on the one side, and the Puritans on the other. The latter almost driven to despair applied to the United Colonies for help; but alas! they believed too strongly in a covenant of grace, or too feebly in a covenant of works, to merit any aid from that quarter. The Long Islanders now applied for assistance to Rhode Island. Four privateers were commissioned and manned; one of them was commanded by William Dyer, the husband of Mary, who twenty years after sealed her faith in the doctrines of the Prince of Peace, with a martyr's death on Boston Common. The Long Islanders in addition were authorized to enlist twenty men in Newport, and were given the murderers in the colony who were in custody. The Providence Plantations, either because they did not approve of this war, or of privateering, or for some other cause, did not join in this expedition, but it went forward and fought the Dutch and Indians with desperation and complete success. The privateers took many prizes, the colonies' share of which was the subject of much controversy. It should, perhaps, be said, that the force that went from

Rhode Island found certain persons, inhabitants of the Plantations, dealing with the Dutch and Indians in spirits, guns and ammunition, and what is more remarkable, if our Colonial Records are to be trusted, the persons thus found were acting under a commission from the Lieutenant Governor. This was the war, it should be remembered, in which Blake met Von Tromp in the British channel, and from the first encounter in which the latter went home bearing a broom at the topmast head of his ship, thus indicating that he had swept the English channel of the enemies of his country, yet soon after, by the irony of fate, the haughty Dutchman was by his gallant antagonist sent home defeated and discomfited, thereby affording another evidence that a haughty spirit goeth before a fall.

From this time we will pass over many unimportant events to "King William's war," which ensued upon the revolution of 1688. I have told elsewhere of the cruelties practiced by the French at Block Island, and of the engagement fought by two vessels fitted out at Newport, one under Captain Paine and the other under Captain Godfrey in 1690 off that place. In 1694 the Pelican, from Boston bound to London, under the command of Samuel Daggett, was captured by the French privateer Phillipi and carried to Nantz, in France, where she was condemned and refitted as a privateer under Captain Vaux. In 1696 she was fallen in with by a Rhode Island privateer off the Banks of Newfoundland, and brought into Newport, where she was again condemned. In 1690 the Loyal Stead, of Barbadoes, of which John Parkinson was mas-

ter, being in Newport, was appraised and impressed in the service of the colony to go against the public enemy. It is possible that while Walter Clarke was Governor, that some commissions were issued, not by him, to armed vessels, which had better been withheld; at any rate commissions were issued which caused considerable anxiety in the colony. (See note 2.)

Before 1700 a Quaker family by the name of Wanton came to Rhode Island from Plymouth colony. They were the descendants of Edward Wanton, a Massachusetts officer, who stood under the scaffold at the execution of Mary Dyer, and who, it is said, by her fortitude was forced into Quakerism. This family was destined to act a conspicuous part in the making up of the colonial history of Rhode Island for the then next three-quarters of a century. Joseph and Gideon took up their residence in the disputed territory. The former was a Quaker preacher and was always elected by the inhabitants of the parish at Tiverton in non-concurrence with the Orthodox society, who invariably elected Orthaniel Campbell as parish priest. Gideon afterwards removed to Newport. John and William Wanton, whose portraits hang upon the walls of our Senate chamber among the Governors of the colony, with their Quaker garb not all discarded, were among the ablest and most distinguished and successful privateersmen, considering their surroundings, that ever stood upon a quarter-deck to command a ship. Upon the breaking out of Queen Ann's war, Rhode Island people engaged with alacrity in this department of the service of the crown. How far they were stimulated by the success

of Charles Wager, who had been brought up in Newport, and for brave conduct in conflict with a privateer had been taken into the service of, and who had gained rapid promotion in, the British navy, and had already given promise of the high distinction which he was destined to obtain in the profession he had adopted, cannot now be known.

Now the people of Block Island who suffered so much in King William's war from the French, were determined to look for some one to fight, rather than to wait supinely at home for an enemy to come to them. Bownas, an English Friend, who paid a religious visit to that place in 1702, wrote in his journal that most of the able bodied men on the Island had gone off in privateers; and afterwards they were inclined in the same way, for in 1745 Edward Sands and Nathaniel Littlefield in their petition for soldiers for the defence of the Island, set forth that many of their able bodied men were serving His Majesty on board of privateers. I know of no means of ascertaining the number of privateers that sailed out of Rhode Island during Queen Ann's war, or at any time during the colonial period, for the records, if any records ever existed, have been lost or destroyed, and even during the revolutionary war no records have been preserved, but the facts are left to be gleaned from scattered papers in the office of the Secretary of State; but Fort Ann, now Fort Wolcott, in front of Newport, was built from the Queen's tenths of the prizes during this war. But to recur again to William and John Wanton, they were the leading privateersmen of this period. It is said that while there was a large French privateer on the coast at this time, su-

erior in tonnage and metal to anything in the colony, which was not only annoying the colonial commerce, but was committing depredations upon the farms adjacent to the seashore, that the Wantons determined to bring this adversary to grief, if possible, by stratagem. During a foggy term, which in the spring season, even now sometimes occurs along the southern coast of New England, they put to sea. They knew the cruising grounds of their adversary, and ascertained that she was anchored at Mathers Vineyard. They approached their adversary in the day time within convenient distance, and at night in the yawl of their vessel the two Wantons rowed up under the counter of the French privateer and firmly inserted wedges between the rudder head and the stern-post, and then regained their own vessel, and in the morning hauled up and attacked their adversary on the quarter, where a gun could not be brought to bear upon the attacking party, and thus the French vessel was compelled to surrender. On another occasion another privateer was on the coast inflicting great damage upon the trade of Newport; the Wantons not having a proper vessel or guns of sufficient caliber, filled the hold of a sloop with men armed with cutlasses and small arms, sailed out of the harbor as if they were going on a trading voyage, and when they discovered the privateer, directed their vessel as if they would avoid an adversary, but the latter gave chase and the Wantons were overtaken, and when a cannon shot was thrown across the bow, their vessel bore up, and passing under the stern of the privateer was laid alongside, where she was firmly made fast, the men from

below rushed out and boarded the enemy as rapidly as possible, and proceeded to clear her deck of Frenchmen until the privateer surrendered. I have long lists of the men that went to Nova Scotia and Canada in the various expeditions between 1709 and 1721, and at other times (see note 3), but to describe these expeditions and the work they accomplished would be difficult and tedious, and I will pass on to the Spanish war of 1739, and the Spanish-French war after France in 1744. ~~United~~ her fortunes with those of Spain. At the beginning of this war Richard Patridge, a Friend, was the agent of Rhode Island in England. The boundary controversy between Rhode Island and Massachusetts was then being prosecuted with much interest. Sir Charles Wager (see note 4) who in childhood had been adopted into the family of a Newport captain by the name of John Hull, had now become first lord of the British admiralty, a member of the privy council, and an influential member of Sir Robert Walpole's administration ; the colony of Rhode Island relied much in its suit with Massachusetts upon the local knowledge of Wager, and of his ability to understand the merits of its case, and withal on his disposition to do it full justice ; and on its part it was at that time especially anxious to give ample evidence of the loyalty of its people to the crown of England, and especially to meet the wishes of "their much respected friend" at the head of the admiralty. Rhode Island wanted "the five towns and the gore' involved in the lawsuit ; it wanted more, the prestige of a victory over its old adversary, and a gush of loyalty pervaded the people such as they had

never entertained before, and were never to entertain again. They had received the King's command to go against his enemy, and the King's authority to commission privateers. Newport was then an active commercial place ; her merchants were full of enterprise and of the spirit of adventure, and her sailors eager for the strife. Among the merchants of that day in Newport were Godfrey and Evan Malbone, John and Peleg Brown, John Bannister, Sueton Grant, Henry Collins, John Channing, Philip Wilkinson, the Wantons and many others equally intelligent and enterprising. Among the sea captains trained amid privations, accustomed to hazardous adventures, full of enterprise and not unfamiliar with dangers, were Daniel Fones, then on a voyage home from Europe with despatches for the colony, Benjamin Wickham, Charles Davidson, James Allen, Esek Hopkins, William Jackson Bonfield, Joseph Power, Charles Dyer, Hugh Wentworth, Richard Wolford, Samuel Dunn, John Griffiths, William Hopkins, William Allen, John Dennis, Simon Potter, Nicholas White, John Ellis, Benjamin Cranton, Robert Morris, Peter Marshall, Thomas Conklin, Benjamin Carr, George Darricott, Nathaniel Sweeting and many others.

Among the vessels made available were the Tartar, built by the colony, the St. Andrew, the Revenge, the Wentworth, the Triton, the Victory, the Castor, the Pollex, the Fame, the Prince Frederick, the Prince William, the Prince Charles of Lorraine, the Young Godfrey, the Caesar, the Success, the Hunter, the King George, the Defiance, the Hector, the Queen of Hungary, the Duke

of Marlborough, the Britannia, the Fame, the Queen Elizabeth, the Reprisal, the Jonathan, the Lee Friggott, and many others. (See note 5.)

The loyalty of the colony to the home government was no doubt quickened by the wrongs it had received from the cruisers of France and Spain ; by the prospects of gain, as the result of maratime adventure, by the hope of favor in the issue of the irritating and long pending controversy with Massachusetts, and from the fact that the first lord of the British Admiralty who had the principle direction of the war, was one who had been reared up and trained for the great deeds he had done in their midst ; to stir the best blood in the sailor of that day, he only need be told that Sir Charles Wager, under whom he was fighting, was the man who, when he had taken the rich Spanish galleons before Porto-Bello, had first laid down the rule which gave the common sailor the right to share in the prize money after victory.

The first call for soldiers was for two companies of 100 men each to go as a land force to co-operate with Admiral Vernon in his contemplated attack on Cartagena. William Hopkins, an elder brother of Stephen, was appointed to raise one company in the part of the State other than the Island, and Samuel Dunn, who some thirty years later shot Lieutenant Doddington in the assault upon the Gaspee, was appointed captain of the company to be raised on the Island. These forces were soon raised, and were sent in transports to their destination ; it has been said elsewhere that the Newport company was under the command of Joseph Sheffield, but it was not at the beginning,

for Joseph Sheffield was then second in command, captain-lieutenant, but the force went on that unfortunate expedition to find the yellow fever a more formidable enemy than the Spanish arms, for out of the 253 men who left the State but 20 ever returned. December 27, 1740, Governor Ward sent forward in the colony sloop, 53 men to be added to Captain Hopkins company, which made the entire number of 253.

The merchants of Rhode Island had carried on before the war an extensive commerce with the West India islands; consequently the captains who had traded there, and had there been accustomed to meet buccaneers, were familiar with the commerce and the dangers incident to that neighborhood, while other captains who had prosecuted the fisheries along the coasts of Newfoundland and Labrador were alike familiar with the commerce and the dangers of that section of the country. These privateers with their crews went out, each in its chosen path ; this one to intercept the African cruiser, to capture her cargo of human flesh ; that one for the West India trade ; a third on the Spanish-main, hoping to encounter some richly laden galleon, while a fourth would go for the banks of Newfoundland to intercept the commerce of the enemy with the Canadas. The hand-to-hand conflicts, the terrible battles fought, the rich prizes they brought in, their stratagems, and their valor, would all be of interest, but the time allotted will only allow me to glance here and there to a few incidents. These adventures, however, during this war, added much to the wealth of the colony. The first privateer was fitted out in August, 1739, by God-

frey Malbone, John Brown and George Wanton; they borrowed the guns to arm her from the colony. Her name I have not ascertained.

Daniel Jones, born in Jamestown, March 9, 1713, resided for a time in Newport, afterwards in North Kingstown, which town he represented in the General Assembly, a character which has been much neglected by our historians, makes claim for a moment's consideration. Soon after the outbreak of the war he abandoned the mercantile marine, and in command of the Tartar performed stalwart service as a privateersman. Late in 1744 the colony of Massachusetts in its legislature, by a safe majority of one, had determined that the New England colonies should fit out an expedition to go against Louisburg, the strong French fortress on the Island of Cape Breton. Application was made to Rhode Island to co-operate in this enterprise. Sir Charles Wager had gone out of office with the fall of the Walpole ministry in 1742, but the boundary controversy had now been partially determined. Rhode Island did not covet a place under the leadership of Massachusetts, yet it wanted to be loyal to the crown, and was determined to be equal to the occasion, but at that time a very large part of its able-bodied arms-bearing men were at sea in privateers. Yet this expedition was proposed and something effectual was to be done. It was voted to raise three companies of fifty men each, and Godfrey Malbone was authorized to enlist 350 men, to whom the colony paid a bounty of 40 shillings each. These were enlisted and forwarded to the Massachusetts regiments, and were credited on the Massachu-

setts quota ; and in a list of their recruits recently published, may be found many names familiar to the Rhode Island genealogist.

The Tartar was fitted out, and with an hundred men, under command of Captain Fones as a convoy of the Connecticut transports, sailed for the seat of war. On her way she captured the French brigantine Deux Amis, and participated in the taking of the rich India ship Heron. On the voyage they fell in with the French frigate Renommé. Fones contrived to attract and occupy the attention of the enemy, as he was pretending an escape, and led her off from the convoy, for he had full confidence in the sailing qualities of the Tartar, and after thus entertaining the Ronommé for eight hours, by permitting her to indulge the hope that she might overtake the Tartar, he then left his adversary and went on to Louisburg. The Vigilante, a French man-of-war, was also captured and sent to Boston, and 200 men were authorized to be enlisted in Rhode Island, and were enlisted and sent to Boston to man her. While Louisburg was besieged by the ships of Sir Peter Warren in front, and by the army of Sir William Pepperel in the rear, the former received intelligence that up the Bay of Fundy nine hundred French and Indians were about to cross the bay with the view of attacking the forces of Sir William in the rear. On the 5th of June, Captain Fones in the Tartar was directed to take under his command Captains Dcnahoe of Massachusetts, and Beckwith of Connecticut, and drive back the French and Indians. The latter were under the command of M. Marin, and had two sloops, two

schooners and sixty large canoes. They were repulsed with considerable slaughter and driven back. Two of the guns on board of the Tartar at that time, now guard the sides of the fountain at the foot of the Parade in Newport. This expedition of Captain Fones probably decided the fate of Louisburg, for if this large force had fallen upon the rear of the New England soldiers and thus placed them between the fire of the two opposing forces, they would probably have had to have raised the siege; two days later, on June 17, 1745, Louisburg surrendered.

Soon after the surrender of Louisburg three companies of troops of 100 men each, in the brigantine Susan, the Success, and the Beaver arrived at that place. The companies were respectively under the command of Edward Cole, William Smith and Joshua Champlin. Edward Cole was a descendant of that daughter of Ann Hutchinson, who at the time the mother and the rest of her family were slaughtered by the Indians at East Chester, in New York, was carried into captivity, who was after some years ransomed by the Dutch, and by them brought to Aquidnesset and delivered to the white settlers here. He early went to Newport and was engaged in the tanner's trade. Being inclined to a military life he was made a captain of a company, and in the spring of 1745 sailed for Louisburg. He was often employed in Canada, and became a colonel of one of the Rhode Island regiments in that service. He was the ranking officer of the land force sent to Havana by the colony in 1762, where he lost half his men by the yellow fever. In 1759 it is said that he was with Wolfe at the taking of Quebec, and was in

all of these varied services a gallant and accomplished officer. Upon the breaking out of the revolution he followed the flag under which he had fought at Lou isburg, before Ticondaroga and Fort William Henry, at Havana and on the plains of Abraham, and organized in Rhode Island a battalion of slaves to fight against the independence of his country, and finally went in exile to Nova Scotia where he died.

In 1745 Godfrey Malbone built two large privateer ships and fitted them for sea, one under the command of Captain Cranston, and the other under Captain Brewer. They were destined to sail in company and cruise on the Spanish-Main. According to the custom of the time their horoscope was cast, and the figure had disclosed that they should sail on Friday, the 24th of December, 1745. It was then a violent snow storm. They sailed fully manned by 400 men, but they were never afterwards heard from. It was said that in this disaster perished the heads of 200 families in Newport.

A year earlier, when Sueton Grant, John Gidley and Nathaniel Coddington were at the wharf examining a privateer about to sail, an explosion took place which caused the death of these gentlemen, and the loss of these eminent citizens to Newport.

May 18th, Fones took a French brig in the bay of Scatari ; June 4th, John Griffiths took a sloop ladened with provisions ; July 25th, James Jordan, in command of a schooner from Rhode Island, arrived at Louisburg ; and on the 25th another schooner from the same place arrived, under command of Captain Barton ; July 21st, Captain

Fones writes to Governor Gideon Wanton from on board the *Tartar* at Louisburg harbor, "That he is out of stores of every kind and provisions; that his men are about naked, two of whom had died, and several others were sick; that provisions were extraordinarily high and scarce; rum 24 shillings per gallon, and other necessaries of life in proportion."

The next day, July 22, Sir Peter Warren writes Governor Wanton, that "we are obliged to you for letting Captain Fones, who has done us particular good service, stay longer with us; when the service will admit he shall be sent home to you. I also thank you for the men you enlisted for the Vigilante."

Captain Cahoon returned from Louisburg and brought home the sick troops in the *Beaver*. The other forces remained to garrison the surrendered fortress until the next spring, during which time they were subjected to great hardships and privations. The *Tartar* served as a coast guard during the winter.

Upon Captain Fones' return to Rhode Island he was engaged at times in privateering, and then in the mercantile marine. On the night of the 5th of March, 1751, while in the *Prince Frederick*, a vessel which, as a privateer, had done rough work, when off the back side of Long Island he encountered a cold and terrible snow storm which continued to the 23d, on the night of which day he was wrecked on the southwest part of Block Island.

At Louisburg there was great suffering among the troops. Richard Hoyle, commissary, wrote Dec. 20, 1745, from that place, that it was very sickly and that many

were dying among them; that Captain Smith had been sick 16 days, and was then a very sick man; Captain Cole had lost 26 of his men, Captain Smith 19, and two had been lost from the company of Captain Champlin.

September 23, 1745, Sir William Pepperell wrote to Gov. Wanton, requesting him to send forward recruits to supply deficiencies in the military force of the colony at Louisburg.

Shortly before the siege of Louisburg it should be remembered, in considering the part which Rhode Island took in the wars of that period, that Col. John Cranston had led a force against Port Royal. The colony had furnished for that service, 100 men on the Tartar, 200 men to man the Vigilante, and 300 men in three companies, with 350 men enlisted by Malbone; in all 950 men.

But to recur to the subject which we have immediately under consideration: September the 7th, 1744, Simeon Potter, a native of Bristol, sailed from Newport in the Prince Charles of Lorraine, belonging to Sueton Grant, Peleg Brown, Nathaniel Coddington, Jr.; and Captain Potter had a Newport man by the name of Daniel Vaughn for his lieutenant, and a young man destined to be the founder of a well known Rhode Island family, whose name was Mark Anthony DeWolf, was Captain Potter's clerk. For a half century after this, Captain Potter was destined to take a conspicuous part in the affairs of Rhode Island. The Prince Charles of Lorraine was a duly commissioned privateer, and the paper discovered by Bishop Kip in a convent in California, and published by him, containing the report of a Catholic priest to his Bishop, pre-

sents in a very striking light a one-sided and partial view of the nature and result of the adventure of Captain Potter on this cruise; while the investigations made upon the complaint of the United Provinces and ordered by the British government in the Court of Admiralty, the record of which remains on the files in the office of the Secretary of State, presents the other side; and the record of a law suit brought by Mrs. Grant, the widow of Sueton Grant, against Captain Potter in behalf of her husband's estate, and the crew of the privateer, to recover their share of the prizes and prize money, presents still another part of this history. There can be no doubt that in this cruise Captain Potter and his command invaded and desolated 1500 miles of the enemy's territory; that on the Spanish-Main in his march, he visited churches and dwellings, and brought from the field of his exploits large amounts of booty, or that the enemy alleged that in this he violated the laws of civilized warfare, but the admiralty judge (Strengerfield) found nothing in the case, but that Captain Potter had been more enterprising and accomplished more in his majesty's service considering the means at his disposal, than any other of his majesty's subjects.

The action at law arose out of the fact that Captain Potter, acting upon his own motion, put up the plunder for sale in the presence of a few sea captains and became its purchaser on his own account. This caused great dissatisfaction among the crew, and his principal owner being killed by an accident to which I have referred, the widow took part with the sailors and brought the action,

alleging this sale of the plunder to be void, and sought to recover their due share of the result of the cruise. After Captain Potter abandoned privateering he became a member in turn of each house of the General Assembly, a successful merchant, and was always a resolute and determined man, given alike to charity and to controversy ; a violent Whig, and an Episcopalian, yet he knocked down the Episcopal parson, a Tory, in the streets of Bristol ; he gave liberally in charity to Bristol, and in Newport he endowed a school for the poor, yet he kept Matthew Watson, an aged man with broken fortune, in prison four years, upon a disputed claim. He lived to the great age of 91, and died Feb. 21, 1806, in the town of Swansea, leaving his large fortune to his sisters, one of whom married Mark Anthony DeWolf, his first clerk in the Prince Charles of Lorraine. DeWolfe afterwards, in 1756, commanded the privateer Roby. Capt. Potter's vessel, after he left her, was still in the service, until one cold stormy December night in 1748, amid hardships and suffering among her crew, while she was seeking her home port, she struck on the rocks on the east side of Seaconet Point and was wrecked. Happily the officers and crew, with the exception of one negro and perhaps one other man, were saved, and among her officers was Mark Anthony DeWolf.

It has been said, but I think upon insufficient evidence, or perhaps against the evidence, that Captain Potter was one of the party that attacked the Gaspee.

In addition to the other forces from the colony to go against Louisburg, the merchants of Newport, at an ex-

pense of £8000, fitted out an armed brig. I refer to these details because it has often been intimated by our neighbors that Rhode Island in that affair failed of coming up to the full measure of its duty. In estimating this charge we are to remember that the population of the colony was about 30,000; the "five towns and the gore" were not then included in our numbers, and that then this colony had perhaps as large a number of privateers at sea as all of the other colonies. Drake in his history of this war, commenting on the Report of Governor Shirley, says that "probably Rhode Island was then hardly regarded as a Christian community, yet the other colonies were glad enough of its help in fighting the French and Indians."

The fitting out of the expedition to garrison Port-Royal which sailed from Newport, November 4, 1746, and its terrible shipwreck at Martha's Vineyard on the 19th, and the loss of vessels, materials of war, and of men, belongs to this period of our history, but the details of this unfortunate adventure are quite accessible, and I will not narrate them.

The full measure of the success of our privateers during this period, cannot be ascertained without examining the records of the various admiralty courts of the British West India Islands, of the Bermudas, the Carolinas, New York, and of Massachusetts, and the records of the various notaries of France and Spain and of their colonies. (See note 6.)

Something of the character of the privateers and privateersmen of that time may be inferred from a cotemporaneous description of one of them taken from the Boston

Post Boy ; John Dennis, in the Defiance. (See note 7.) It says : "The brave Captain Dennis, commander of a Rhode Island privateer, has lately taken several French privateers in the West Indies, the last of which of 14 guns and 140 men was fitted out in an extraordinary manner to take Captain Dennis, and after a smart engagement of four hours, in which Captain Dennis was slightly wounded, she was taken and carried into St. Kitts, where Captain Dennis was highly caressed by the general and other gentlemen of the Island, who, as an acknowledgment of his eminent services, presented him with a golden oar and 500 pistoles. The French privateer was immediately sold and sent out upon a cruise against the enemy."

Before this, Captain Dennis had been involved in a very different affair. He, in company with a New York privateer, had captured a French vessel in the West Indies, on board of which were a considerable number of *creoles* which were sent north and sold by him as slaves. After this capture the French re-captured one of Dennis' prizes and took the prize crew, consisting of John Green, R. Monroe, Ben. Easterbrooks, Erasmus Phillips, Alex. Finley, Guilford, Chanler, Henry Jefferson, Thomas Sweet, Jacob Billit, John Kinney, John Hease, James Miller, Sylvester Morrison, James Wheeler, Joseph Berto, Thomas Jones, Jas. Gregg, Mark Tillinghast and London Hatch, and put them in the chain gang at Havana. This created a great commotion in the colony, and put the colony to the expense and trouble of collecting and returning the free persons which Dennis had captured and sold as slaves.

Captain Dennis was in many vessels and made many captures. In 1756 he sailed in command of "The Foy," a large new vessel, fitted for the adventurous business in which he was engaged, but from that voyage he has never returned.

After the expedition for Annapolis, Royal was wrecked on the 19th of November, 1746, and after the beginning of winter Governor Shirley applied to Rhode Island to fit out an expedition by the way of Hudson River to go against Crown Point. Taking into consideration the fact of the enfeebled condition of the soldiers who had been shipwrecked, their loss by sickness and death, and the fact that the Hudson River was not navigable at that season, the colony declined to engage in that enterprise, as it regarded it as being impracticable. Added to these reasons may be given that set forth in the letter of Gov. Greene to Sir Peter Warren, in July, 1746, that then there were out, and being fitted out in the colony, three ships, 20 guns each, one snow, and 4 brigantines, 16 guns each, four sloops, 12 guns each, and that the manning of these vessels greatly exhaust the number of men fit for His Majesty's service. This expedition was soon abandoned by Massachusetts.

At the June session, 1746, the Assembly directed three companies (300 men) to be raised to go against Canada. They were to go first to Louisburg, then to Quebec. These companies were under the command of Lieutenant Col. Kinnicut, and the captains were Cole, Rice, and Joshua Sayer. They sailed in August under convoy of

the Tartar, and in transports commanded by John Beard, Randall Eldred and Robert Durfee.

The adventures in the privateer service are full of romance. The St. Andrews, one of the first privateers fitted out, went ashore on the Florida Keys; there four of her men were taken prisoners and carried off to Havana, where they remained 14 months, and then they were sent under a flag of truce to New Providence, and from the latter place they were sent home. The King George, of which Peter Marshall was the commander, was the subject of a terrible shipwreck at Cape Hatteras, on the coast of North Carolina, in 1750. Marshall lost one of his limbs, and by a paralysis of the spine was disabled for life. Both the vessel and her commander had seen much service in the then late war.

April 19, 1748, O. S., the treaty of Aix La Chapelle was signed by England and France, and some time after, news of the treaty was transmitted to America. This treaty, however, was but a truce, at least so far as it affected the colonies, for as early as 1753 they were warned that the French in Canada were instigating the Indians to commit acts of hostility against the colonists, and the next year the high contracting parties were again engaged in open war; a war in the prosecution of which Rhode Island made great sacrifices and acted a conspicuous part. The old privateers were recalled from the African, or the West India trade, and from the Spanish-Main, and were refitted often under the direction of their old commanders, and were sent forth against their old enemy, and a large land force was sent into Canada to be

kept good during the seven years' war, and Crown Point, Ticonderoga, Fort William Henry and Quebec were names to be made sadly familiar as associated with the losses of valiant lives by means of Canada snows and frosts and Indian tomahawks and scalping knives, in Rhode Island households. In this war between 1755 and 1758, the colony expended £139,540.12

In addition for the Colony Brig, 19,133.13

For Fort George, 9,501.13

Between this time and Feb 11th, 1763, when Joseph Brown, the old town sergeant of Newport, by beat of drum published the proclamation of peace through the streets, squares and lanes of the ancient capital, this sum was marvellously augmented.

It is, perhaps, a little remarkable that some of the privateers who were among the earliest to embark in the old Spanish war and who continued in the service throughout that war, and the French and Spanish war, such as the Defiance, the Success, the Reprisal, and some others, were among the earliest to embark and the last to abandon the field in the seven years' war; and indeed, some of them continued as privateers during the entire period of the revolution. In my note books I have long lists of privateers (see note 8), of prizes taken, and of vessels lost to our mercantile marine during these periods. The story of the life of either the Revenge, the Defiance, the Success, and of their commanders, would fill a volume and make an entertaining romance of the sea. The practice was to capture a prize, have it condemned, and if adapted for the service, to have the prize fitted and commissioned

as a privateer, and in this way the number of their cruisers was greatly augmented. The most vulnerable point in the commerce of our own colony at this time was the slave trade (see note 9). There were more than fifty privateers commissioned out of this colony in that war. Many of the vessels engaged in the commerce of the colony went to the West Indies for molasses of and sugar, then took from Newport a cargo to the coast Africa, generally of rum, where a cargo of slaves was obtained, which was carried to the West Indies for sale. The course of this trade was well understood by the enemy, and a cargo of slaves to the French of that time was the most coveted prize afforded by our commerce. Let me refer to a single incident as a specimen case, as showing the embarrassments attending commerce at this time. It is the case of one who was afterwards governor of the colony, and the facts are verified as follows, to wit:

"I, Joseph Wanton, being one of the people called Quakers, and conscientiously scrupulous about taking an oath upon solemn affirmation, say that on the 1st day of the month commonly called April, A. D. 1758, I sailed from Newport in the Snow, King of Prussia, with a cargo of 124 hogsheads of rum, 20 barrels of rum, and other cargo; that on the 20th day of the month called May, I made Cape Mount on the west coast of Africa; that I ran down the coast and traded until I arrived at Annamibo, where, while at anchor, on the 23d day of the month called July, when I had on board 54 slaves, 20 ounces of gold-dust, and 65 hogsheads of rum, I was taken by a French privateer of 60 guns, fitted out of Bordeaux,

called LeCompte de St. Florentine, having on board between 500 and 600 men, while my vessel had but 3 small pieces and 11 men."

Many other narratives scarcely less singular, and much more distressing in their incidents, incumber many pages of my note books. Wanton was left destitute on the coast of Africa, and soon after two other Newport vessels with their cargoes were captured at the same place. One of the vessels was given to a native African Prince, and was by him turned over to the three crews, who, after a time returned home in her. I have here a list of many vessels captured from Newport during this war, many of them with cargoes; some of them with cargoes of slaves. (See note 10.) In my note books is a longer list of vessels captured from the enemy by our privateers. It is said that Commodore Abraham Whipple captured 23 prizes in one cruise in 1759 and 1760, and at one time in the revolution it is said that his prizes amounted to \$1,000,000. But I will not weary you with these details. The revolution is the more interesting period of our history. Our commerce had been much interrupted by the prohibitions of trade with the French West Indies, and our seamen greatly irritated by the English cruisers which resorted to the Narragansett Bay for some years before the breaking out of the war, and it will not be denied that revenge as well as patriotism stimulated our gallant tars to duty. During this war the Governor of Rhode Island issued near 200 privateer commissions (see note 11), and no doubt it was a great inducement to the British to take and hold Newport, that thereby they

could deprive the privateers of the facilities Narragansett Bay afforded for the prosecution of these hazardous enterprises. The old vessels like the Revenge and the Defiance had outlived their earliest commanders, but under their new officers they were among the earliest to show their broad sides in defiance to the enemies of their country. The former, under the command of one of her old officers who had been in the land force which fared so hard under Admiral Vernon before Cartagena, and who upon his return from that expedition was second in command of the vessel which was destined to be identified with his fortunes for forty years. But details will weary you. Esek Hopkins had commanded a privateer in the French war. John Trevett, who in 1786 was to be the plaintiff in the celebrated case of Trevett vs. Weeden, was with him, and led one of the parties that went to attack the fort at New Providence. John Paul Jones was a lieutenant of the Providence, of Providence ; he was afterwards given command in the Continental navy of an expedition against the commerce and coasts of Canada. He sought to enlist men in Newport, but the privateer service was more attractive, and he was delayed in getting a sufficient number. This was in November, 1776. The privateer Eagle, Isaac Field, master, sailed from Newport the day previous and anchored at Tarpaulin Cove. Jones was in the Alfred, and went out and down to the Vineyard, and laid the Alfred alongside of the Eagle, and then sent his officers on board the latter vessel and took from her by force 24 men to make up the Alfred's complement, and then went on his cruise.

George W. Babcock, an inhabitant of South Kingstown, was in the Mifflin, which he claimed was the fastest vessel afloat. He was a bold and enterprising man, and struck out from the beaten track of privateers ; he made for the North Sea, and there purposed to beard the British lion in his den ; and off Hull he made havoc with the commerce of that port, until at last a vessel was fitted out on purpose to capture him ; perhaps her name was the Glasgow. The Mifflin had been long at sea and her bottom was foul, which greatly impeded her sailing qualities. Her force had been weakened by the manning of his prizes, and his situation was critical. If he attempted to run he might be overtaken ; if he fought, he had to encounter a greatly superior force, but he was equal to the occasion. He summoned his crew to take their advice ; it was unanimous to fight. His enemy came up, and challenged him with a shot, when he struck his colors, came up under the stern of the British vessel, and as it was then in his power to rake her fore and aft, he hoisted his colors and let the enemy have a broadside which put him *hors du combat*, but unhappily Babcock, on his way home, was captured with two valuable prizes by a British man-of-war, and carried into Charleston, then in possession of the British. Freeman Perry, the father of Commodore Oliver H. Perry, was then in the Mifflin.

Oliver Read was another privateersman. Upon the arrival of the news of the conflict at Lexington and Concord, Read volunteered to go with the companies from Newport to the defence of Massachusetts. He did not however, long remain about Boston. There was not ani-

mation enough in the army life to satisfy his spirit of adventure ; he returned home and engaged in the service of the colony in a gun-boat, and afterwards in a subordinate office on board of a privateer. While the British were in possession of Newport, they fitted out two privateers, manned by loyalists, one under the command of Stanton Hazard, and the other under the command of a man by the name of Crandall. Read had succeeded to the command of a vessel. Crandall had taken him unawares and captured him. Crandall took his prisoners to Wallabout Bay and put them on board the Jersey prison-ship. The officers of the ship filed off on either side, with Crandall among them, to allow the prisoners to pass through. As Read passed Crandall, he glanced at him, and said in a subdued but angry tone ; "If I am ever out of this there will be a short life for one of us." Read formed acquaintances there ; reliable men whom he could trust, and a plan of escape was agreed upon. One afternoon, late, when it had already begun to grow dark, in the midst of a winter snow storm, the supply boat had come off and was at the side of the ship. The crew had nearly all got on board, when Read and his party, at a given signal, lowered themselves into the boat, and relieved the boat of that part of the crew which remained, in the shortest possible way, and pushed off. Read and his party was fired at without effect, and the boat that was lowered did not find them. Read landed on Long Island, and after some difficulty found his way to Rhode Island, where in a good vessel he was again pursuing his favorite vocation. Cruising up near Long Island he saw a vessel, and he had been

too familiar with her quarter-deck not to know her, though she had been considerably disguised. He suspected that Crandall was there, and the coveted opportunity to meet him was at hand. They met, and after a hard fight Read captured his adversary, and when he boarded his prize he beheld the dead and mangled body of Crandall, his old enemy, upon the deck. It is said that this exhibition melted to tears the hard heart of the privateersman. Captain John Dring, a native of Newport, wrote a narrative of his experience on board the Jersey prison-ship.

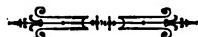
Among the owners of the privateers of the revolution were—John and Nicholas Brown, Clarke & Nightingale, Jacob and Griffin Greene, Governor Nicholas Cooke, Silas Casey and many others. Among the captains were brave, brusk men, like John Grimes, John Garzia, William Dennis, Joseph Sheffield, Job Pierce, of Greenwich, Samuel Dunn, Jr., and many others. It has been said that Dennis sailed in command of twenty different privateers during the war. Every vessel had to have a new captain almost every cruise, for if prizes were taken, the captain of necessity would have to remain to attend to their condemnation, and to the receipt and distribution of the prize money. Among the more cultivated men who commanded privateers was Robert Elliott, Israel Ambrose, John Updike, Joseph Olney, William Rhodes, and Elijah F. Payne; and then among the rough men engaged in this rough work was Capt. Samuel Jeffers, who was once captured, and his captors had the indiscretion to leave him and two of his men, as prisoners, on board his vessel in charge of a prize crew. Jeffers soon won in a degree the confidence

of the prize master, and one morning it so happened that the prize-master and his officers were below at breakfast, thinking no harm ; they had left Jeffers and his men on deck. As soon as the master was busy at breakfast the companion way was closed and the men below were fastened down ; then the men left on deck were soon overboard, and Jeffers was in command, the helm was hard down, and the vessel on her way to her old home, where Jeffers brought her with his prisoners in safety. (For list of privateers in revolution see note 9. For list of some of the captures, see note 12.)

I have scarcely done more than to cast here and there a glance into the fertile subject of the privateers and privateersmen of Rhode Island, but have said nothing of the privateers engaged in the last war with England. Judge these men not harshly ; they were engaged in war, and war in all its forms is barbaric ; it is strife, rapine, plunder, destruction. Civilization is peace, based on the doctrines of the Prince of Peace. War, however, may be a means of protection and of civilization ; schooled in its hard lessons men may exert themselves to avoid it. A defensive war is a necessary war to the extent of its necessity for defence. From the beginning our country in its growth and development has received opposition—first from the Indian savages, then from the Dutch, the French, the Spaniards, and lastly from England, our common mother, but under the good Providence of God it has been defended, preserved and maintained, and has withstood all assaults from without and from within.

It is sometimes asked, why has Rhode Island so large a representation in the American Senate ? Why so large a stake in the American Union ? I answer that our fathers earned this place by their toil, their sufferings, their treasure, and their valor, and I have mentioned here in what way. If the inquiry comes from Maine, once a part of Massachusetts, I call their attention to Annapolis Royal ; to Louisburg and the mouth of the St. Lawrence, where Rhode Island men in early colonial times did good work in the defence of ancient Pemequid. If it comes from the great State of New York, I will point them to the graves of Rhode Island men who were frozen in the snows of its northern frontier, to Lake George Ticonderoga, Crown Point and Quebec, where they struggled and toiled to preserve New York for the American Union. If this inquiry comes from Ohio, Michigan, or the great Northwest, I will tell them to go to the public square in Cleaveland, and in view of the marble statue which crowns that public resort, to study the lesson that statue inculcates ; how a youthful hero, with his neighbors and friends, all trained for service to a greater or less extent, by the courage and deeds of the men whose careers we have been considering, and who in mid-winter made their way to Lake Erie, and cut down the forest trees upon its borders, and launched them upon the lake, and manned their vessels and went out to meet and to conquer men who had been of the victors under the immortal Nelson at Trafalgar ; the men who in other days saved their fathers and their mothers alike from British rapacity and from the tomahawks and scalping knives of Indian bar-

barity. If men from the South upbraid us for our power, we tell them to go to the grave of Greene, in a far southern city, and there learn in the light of their own history what is our title to our great stake in the Union. The answer to these inquiries will not be audible, but not the less potent the muse of history will fill the soul and awe the inquirer to silence. I might ask these southern men, but no! When an injury has been forgiven let it be blotted out forever. A brave man will never recall an injury which he has pardoned, unless forced to do so by him to whom the pardon has been given.



APPENDIX.

[Note 1.]

COURT OF ADMIRALTY.

In 1694 the colony of Rhode Island instituted a Court of Admiralty.

In 1697 the King of England appointed Peleg Sanford, of Newport, Admiralty Judge for the colony.

Judge Sanford died in 1701.

Nathaniel Byfield was acting as judge in admiralty in 1705, and probably acted from soon after the death of Sanford.

John Menzies was appointed judge in admiralty for the colony, Dec. 26, 1715.

In October, 1728, Col. William Whiting was appointed by the General Assembly, Admiralty judge, in place of John Menzies, deceased.

Nathaniel Byfield was again in office, for in May, 1729, he having died, George Dunbar, of Newport, who had been deputy judge under Byfield, was by the General Assembly authorized to act until a judge arrived from England.

In 1735 the common law courts were authorized to issue writs of prohibition against the court of admiralty.

Samuel Pemberton was appointed a judge in admiralty for the colony from March 22, 1741.

Pemberton was superseded by the appointment of Leonard *(L. M. L.)* Lochmire from August 24, 1741.

William Strengerfield was appointed judge from December 6, 1746.

Chambers Russell was appointed judge September 15, 1747.

Robert Lightfoot was appointed from April 20. 1753.

John Andrews was Judge from 1761 to after 1763; probably until 1768.

Robert Auchmutty was judge from October 17, 1768.

In March, 1776, the General Assembly of the colony instituted a court for the trial of marine causes. This court had jurisdiction of all captures. The judge was to sit with a jury to try questions of fact, and to hold his office for one year.

At the same session John Foster was elected judge of the court. He was re-elected until 1785, or later.

July 3, 1776, S Curwin, an American loyalist in England, says: "I visited Burnhill Fields burying-ground to view the grave of Chambers Russell, and there I passed by the tomb of John Bunyan.

[Note 2.]

PIRATES.

In 1699 the ship Adventure, from London for Borneo, was taken possession of by the boatswain and crew, and the captain and superior officers were set adrift in a boat. The ship crossed the Atlantic and arrived off Block Island, destined for Gardner's Bay. Near the east end of Long Island, then having a pilot on board, the piratical leaders took the money from the ship, and took the ship's boat and went to New London. The wind favoring, the ship went to Block Island, and not to Gardner's Bay. Two of the crew went from the Island to Newport, and purchased a sloop and went back to the Island and took out part of the cargo, after which the ship and cargo were abandoned to be plundered by whoever chose to engage in such nefarious work. Vessels went from Newport, and no doubt but the Block Islanders participated in the work of plunder. Notice of the affair was sent home to England, and orders were returned to arrest the pirates, and the persons engaged in plundering the ship, and to send them to England for trial. Some of the pirates were arrested in Rhode Island, some in Connecticut, and others in Massachusetts, and these were sent to England, where they were tried and executed.

In 1718 a sloop and goods brought in by pirates were secured. On August 12, of that year, £11.2.8 was allowed to William Coddington, Samuel Green, Nathaniel Hatch and Seth Handy, for securing the vessel and goods brought in by the pirates.

In 1722, John Hance had his sloop taken by pirates. The pirates anchored the sloop off Block Island. The Islanders brought

her into Newport and wanted £14 salvage, but the Assembly when appealed to thought this too much and allowed but £7.

In 1723 two pirate sloops, the Ranger and the Fortune, were captured by the British ship Greyhound, Capt. Solger, and were brought into Newport. The pirates were tried, and 26 of them were convicted, and on the 19th of July, that year, were executed at Gravelly Point and were buried between the ebb and flow of the tide at the north end of Goat Island.

In 1738 Peter Legrand, Peter Jesseau and Francis Boudean, Frenchmen, were convicted of piracy and murder on the high-seas, and were severally executed at Bull's Point, in Newport, between the flux and reflux of the sea, November 3d of that year.

July 23d, 1760, Samuel Parks and Benjamin Hawkins were tried and convicted of piracy in Newport. They were executed Aug. 21, 1760.

THOMAS TEW.

Thomas Tew was a noted pirate. He applied to Governor John Easton in 1694, for a privateer commission, and offered the Governor a bribe of £500 for it, and a promise that he would go where the Governor would never hear of him again, but the Governor was inflexible and refused the commission. Captain Tew then went to Bermuda and obtained a commission to go against a French factory at Goree, on the coast of Africa, near the mouth of the Gambia river. After he got to sea, he called his crew together, and after explaining to them the inutility of the proposed cruise, he suggested to them the propriety of hoisting the black flag and cruising on the coast of Madagascar, and about the entrance to the Red Sea. This suggestion was adopted. Here he fell in with the noted pirate Mission, and they established a colony at Madagascar, where they built vessels, wharves and forts, and cultivated the lands for supplies, and from which they went forth on their piratical forays; took many rich prizes, and accumulated great wealth; successfully resisted the attacks of the Portuguese on their fort. They abolished slavery in their colony and lived on good terms with the natives. Tew was chief officer of the colony under the title of admiral. He, after a long time, left the colony and came home to Newport, from which place he remitted to the owners of the vessel in which he sailed, fourteen times the cost of their adventure. He at one time captured from the Mogul, a ship having on board 1600 soldiers and marines, and treasure, so

that each of Tew's men shared \$15,000. See His. Pirate, pp. 72-86—3. R. I. Col. Records, 341.

Tew probably left no descendants, for there is an interval of thirty years in which I have not found his name upon the record.

The New England Courant, a newspaper published in Boston, June 17, 1722, contains an article dated Newport, R. I., June 7, 1722, containing an account of a pirate off Block Island, and of the prompt steps taken at Newport to send out two vessels to cruise against him. The article concludes with this remark, "We are advised from Boston, that the government of Massachusetts are fitting out a ship to go after the pirates, to be commanded by Capt. Peter Papillon, and 'tis thought he will sail sometime this month, wind and weather permitting."

June 12, the Council of Massachusetts had this paper before them, and in view of its contents "ordered that the publisher of said paper be forthwith sent for to answer for the same," and accordingly James Franklyn, of Boston, printer, was sent for and examined, and he owned that he had published the said paper, whereupon it was resolved that the publication of the said paragraph was a high affront to this government, and the sheriff of the county of Suffolk was forthwith ordered to commit to the gaol in Boston the body of the said Franklyn, and the order was immediately executed.

June 20, 1722, upon the certificate of Dr. Zabdiel Boylston, that Franklyn was suffering in his health from his confinement, and the petition of Franklyn expressing his great sorrow for his act, he was given the liberty of the gaol yard upon his giving security to faithfully abide there.

July 5, 1722, the New England Courant, Franklin's paper, was suppressed, unless Franklyn would enter into bonds in £100 to be of good behavior, and before publishing his paper to submit it to the scrutiny of the Secretary, and only to publish it upon his approval. The paper was continued until Feb. 11, 1723, when it was published under the name of Benjamin Franklin, the brother of James, and then in the employ of the latter.

The issue of July 16, 1722, after James Franklin had got liberated from his four weeks' imprisonment, had the following heading, viz.:

"And then, after they had anathematized and cursed a man to

the Devil, and the Devil did not, or would not, take him, then to make the Sheriff and the Jaylor to take the Devil's leavings."

Franklin did not get on well with the Massachusetts authorities, and in 1727 he came to Newport, where he established himself in the printing business, and carried it on until his death. After his decease his widow and his son James successively engaged in the printing business, and in 1758 they established the Newport Mercury. For a time Mrs. Franklin was in partnership in business with Samuel Hall.

The pirates referred to in the beginning of this paper were those that took the sloop of John Hance, and after plundering her anchored her several leagues from the shore off Block Island.

[Note 3.]

COLONIAL EXPEDITIONS.

In 1710 Rhode Island Colony sent Port Royal 156 soldiers.

In 1711 bought vessel and sent 179 soldiers to Canada.

In 1721 they sent 117 men to Canada.

In 1741, expedition to Cartagena, 220 men.

In 1745, expeditions against Louisburg, elsewhere referred to.

In 1754 sent 800 men to Crown Point, 200 above quota. There returned in autumn of 1755 but 72.

In 1756 sent 500 men to Crown Point, but the expedition was abandoned and they returned before reaching their destination.

In 1757 built a transport of 120 tons and sent to Canada 440 men.

1758 Pitt was at the head of affairs and the colony sent 1000 men to Canada.

In 1759 and 1760 it sent to Canada 1000 men in each year.

In 1761 Rhode Island had 393 men in the field and sent forward 84 recruits

In 1762, under Col. Christopher Hargil, it sent 262 men to Havana. Giles Russell commanded one company of the men. They sailed from Newport, August 13, 1762.

IN THE REVOLUTION.

Rhode Island had the following soldiers in the regular army, in addition to the militia, which was almost constantly in employ-

ment, or in expectation of employment, and in addition to Col. Archibald Carry's regiment:

YEAR.	MEN.
1775	1198
1776	798
1777	546
1778	630
1779	507
1780	915
1781	464
1782	481
1783	372

The British troops took formal possession of the Island of Rhode Island, Dec. 8, 1776. They abandoned the Island Oct. 26, 1779—retained possession 2 years, 10 months and 20 days.

[Note 4.]

SIR CHARLES WAGER.

Sir Charles Wager was the son of Charles and Prudence (Goodson) Wager. His father was an officer in the British navy and joined his father-in-law, Admiral William Goodson, in the mediating letter, with a view to the restoration of Charles II in 1659. Charles Wager, senior, served with honor to himself and to the advantage of his country in the British navy during the Commonwealth and after the restoration of the Stuarts.

Admiral Goodson was in command under Blake as rear admiral of the Blue in the battles with the Dutch in the memorable years of 1652 and 1653. He was admiral under Penn at the taking of Jamaica in 1655, and was left in command of that station when Penn returned. In 1657 he superseded Sir John Lawson as vice admiral of England—was dismissed the service in 1662, upon the restoration of the Stuarts; his will was dated April 6, 1667, and proved May 18, 1678. In his will he expressed the desire “to be buried among the people called Quakers.” Penn says of him, that “nobody was more stout or a better seaman.” He left two children—Prudence, who married Charles Wager, and another daughter who married John Penn, probably the son of Captain John Penn, Blake’s lieutenant who was slain in the battle with the Dutch September 28, 1652. Their son George served

with great distinction afterwards under Admiral Sir Charles Wager, and another son, Admiral Charles Wager Penn, was father of the late John Childs Penn, admiral of the Blue.

Charles Wager, senior, married January 29, 1663, and died Feb. 1, 1666, leaving a son Charles and a daughter Prudence, who married a Bolton. His widow, Prudence Goodson Wager, married a second time to Alexander Parker, an eminent London merchant, 2d mo. 8th, 1669. Parker was a member of the Society of Friends and was often the traveling companion of George Fox, and by his will of 1688 Prudence Wager Bolton was named his trustee and executrix. She was the sister of Sir Charles. Parker left other children. Parker was largely interested in lands in Pennsylvania, and in an unpublished letter he says—20th 9th mo. 1686: “I showed him (William Penn then in London) a letter also, which I lately received from my son Charles Wager, giving me account that he had taken up my city lot in Philadelphia and had left near £60 in money and goods to build a little brick house and cellar on the front, &c., &c., and William Penn told me that 20 feet front was worth 20 guineas, but Charles writes more.” This shows that Wager was temporarily in Philadelphia in 1686; probably Captain John Hull, with whom he then was, was at that time carrying Quaker emigrants to Pennsylvania.

Sir Charles Wager married Martha Earning, daughter of Anthony Earning of Limehouse, in Middlesex, England. She died April 7, 1748, and her will was dated the 26th of the February previous. Wager died without issue.

Sir Charles Wager was born at Loo, in the parish of Talland, Cornwall, England, Oct. 28, 1666. His father died 24th of the preceding February, at Deal, probably of the plague. Sir Charles was married Dec. 7, 1691, to Martha Earning. He afterwards represented St. Loo in Parliament. He died at Stanley-house in Chelsea —— —, 1743. He was the patron of Captain Christopher Middleton in his arctic expedition in 1741-2, and Wager Bay, Wager River, and Wager Straights derive their names from this fact. He originated the voyage of Ansen around the world, and the unfortunate ship in which that voyage was undertaken bore the surname of the patron. The Wager, the ship referred to, was wrecked on the coast of Patagonia, and it is said by Wraxall that the younger Pitt said, that he had never heard of Biron's narrative of this shipwreck, a book which was in every circulating library, which has been often repeated to show the ig-

norance of men in high position, and of great intelligence, of events familiar to the great masses of the people.

Charles Wager the father of him who was afterwards Sir Charles, died poor, and the son was adopted by his kinsman, John Hull, a ship captain, then sailing from Newport to London. Governor Richard Ward in a letter to Richard Partridge, the agent of the Rhode Island colony in London, under date of April 26, 1742. says: "Dr. Teddeman Hull, the bearer hereof, being bound for London and wholly a stranger there, and unknown to yourself, and in order that you may know the character of the gentleman, I inform you that he is the son of Captain John Hull, late of this colony, under whom Sir Charles Wager was educated, and he has the character of an honest man, &c., &c. This Charles Wager was brought up by John Hull, and served with him in his voyages across the Atlantic, and from his gallant conduct while with Hull, which attracted the attention of the British admiralty, and by it Wager was induced to enter the British navy, and ultimately became first lord of the Admiralty and a member of the privy council. He was always the earnest friend of Rhode Island, and rendered it distinguished services. He has a monument in Westminster Abbey.

Some of the Goodson family came to Newport; one of them married into the Pelham family and another married a Coggeshall.

The English biographers of Sir Charles Wager state that his origin is so obscure that little was known of it.

It is quite possible that this note contains the first printed mention of his parentage and of the time and place of his birth. Sir Charles Wager and Captain John Hull were both connected with the celebrated admiral, Sir Thomas Tiddeman.

[Note 5.]

RHODE ISLAND PRIVATEERS IN SPANISH AND SPANISH
FRENCH WAR, FROM 1739 TO 1748.

1741.

NAME OF VESSEL.	OWNER.	MASTER.
St. Andrews,	John Godfrey, Sueton Grant,	Charles Davidson.
✓ The Revenge,	John Brown. John Bannister,	James Allen.

1 The Wentworth,	Godfrey Malbone, Stephen Hopkins,	Esek Hopkins.
2 The Triton, <i>N.Y.</i>	John Bannister, John Brown,	Wm. J. Bonfield.
3 The Victory,	John Brown, John Bannister, Wm. Mumford,	Joseph Power.
4 The Tartar,	The Colony,	Benjamin Wickam.
5 The Tartar,	The Colony,	Daniel Fry.

1742.

6 The Revenge,	John Potter, William Read,	Charles Dyer.
7 The Castor,	John Brown, Philip Wilkinson,	Hugh Wentworth.
8 The Pollux,	John Brown, Philip Wilkinson,	Richard Woolford.
9 The Fame,	Philip Wilkinson, Daniel Ayrault, Jr.,	John Griffiths.
10 The Young Eagle, <i>(13000)</i>	Sueton Grant.	

1743.

11 The Prince Frederick,	Peleg Brown, Nath. Coddington, jr,	William Hopkins.
12 The Mary,	— — —	William Wilkinson.
13 The Prince William,	John Brown, John Bannister, William Mumford.	William Allen,
14 The Hunter,	— — —	Michael Clarke.
15 The Prince Frederick,	Sueton Grant, Peleg Brown, Nath. Coddington, jr.	John Dennis.
16 The Caesar,	— — —	John Griffiths.
17 The Young Godfrey,	Godfrey Malbone, Sueton Grant,	Nicholas White.
18 The Mary,	— — —	William Wilkinson,
19 The Hunter,	Gideon Cornell, William Read,	Michael Clarke.
20 The Triton, <i>A.Y.</i>	John Bannister, Joseph Harrison,	Thos. McFarland.

1744.

21 The Caesar,	Philip Wilkinson, Daniel Ayrault, Jr.,	— — —
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APPENDIX.

16	The Success,	Sueton Grant, Nath. Coddington, jr. John Ellis. Peleg Brown,	
17	The Duke of Marlboro,	John Brown, Thos. Coggeshall,	Robert Morris.
18	King George,	John Brown, Joseph Bannister, William Mumford,	Benj. Cranston.
	The Prince William,	Sueton Grant, Peleg Brown, Nath. Coddington, jr.	William Allen.
	The Prince Frederick,	John Freebody, Benjamin Norton,	John Dennis.
	The Revenge,	Godfrey Malbone, Joseph Wanton,	James Allen.
19	The Hector,	Solomon Townsend, John Channing, Jos. Tillinghast.	James Thurston,
20	The Queen of Hungary,	Solomon Townsend, John Channing, Jos. Tillinghast. Samuel Freebody.	Nathaniel Potter. C
21	The Phoenix,	Jonathan Thurston, Thomas Wickam, Evan Malbone,	Wm. Bennetland.
	The Duke of Marlboro,	Godfrey Malbone, Jas. Honeyman, Jr.,	Robert Morris.
	The Caesar.	Philip Wilkinson, Daniel Ayrault, Jr.,	John Griffiths,
22	The Prince Chas of Lorraine,	Sueton Grant, Peleg Brown, Nath. Coddington, jr.	Simeon Potter.
		Simeon Potter,	
		1745.	
23	The Molly,	William Vernon,	Thomas Fry.
24	The Prince of Wales,	Godfrey Malbone,	Thomas Brewer.
25	The Ranger,	Job Almy, William Ellery,	Christo'r Bennett.
	The Success,	John Nichols, William Read, William Corey,	Peter Marshall.
26	The Defiance.	Joseph Tillinghast, Daniel Coggeshall, Solomon Townsend,	John Dennis.
	The Queen of Hungary,	Jona. Tillinghast, Solomon Townsend, John Channing, Samuel Freebody,	Thomas Conklin,

<u>1</u>	The Britannia,	John Brown, William Mumford, Joseph Harrison,	William Allen.
<u>8</u>	The Fame, <i>N.Y.</i>	Philip Wilkinson, Daniel Ayrault, Jr.,	Thomas Thompson.
<u>9</u>	The Queen Elizabeth,	John Brown, Peleg Brown,	Isaac Doubt.
	The Hector,	Godfrey Malbone, Joseph Wanton,	William Higgins.
	The Reprisal,	—————	John Hopkins.
	The Duke of Marlboro,	Godfrey Malbone, Joseph Wanton,	Benjamin Carr.
	The Defiance,	John Tillinghast, Daniel Coggeshall, Solomon Townsend,	John Townsend.
	The Mary,	Godfrey Malbone, John Brown,	George Darricott.
	The King George,	John Brown, Thomas Coggeshall,	Nath'l Sweeting.
		1746.	
<u>9</u>	The Charming Betty, *	Godfrey Malbone, Joseph Wanton,	Thomas Fry.
<u>1</u>	The Duke of Cumberland,	Henry Collins, Ebenezer Flagg,	Peter Marshall.
		1747.	
<u>2</u>	The Patience,	John Bannister, James Brown,	Robert Brown,
	The Prince Frederick.	—————	Ebene'r Trowbridge.
	The Defiance,	John Tillinghast, Daniel Coggeshall, Solomon Townsend,	John Sweet.
	The King George,	—————	William Richards.
<u>3</u>	The Mary and Ann,	John Channing, Walter Chaloner, Moses Levy,	John Mawdsley.
<u>3</u>	The Reprisal—180 tons,	Daniel Updike, Jeremiah Lippitt, John Andrews,	William Dunbar.
	The Reprisal—90 tons,	—————	Joseph Arnold.
<u>3</u>	The Lee Friggott,	John Rathbone,	Latham Stanton.
<u>3</u>	The Jonathan,	Jonathan Nichols, Robert Sherman,	John Dennis.
<u>3</u>	The Henry,	Ebenezer Flagg, George Phillips,	Orthaniel Tarr.

APPENDIX.

1748.

The King George,	_____	John Mawdsley.
The Rebecca,	John Channing, Walter Chaloner,	Robert Gibbs.
The London,	_____	Robert Murdie.

Two new brigs fitted out by Sueton Grant and others in 1745—one commanded by Capt. Cranston and the other by Captain Brewer—were never heard of after sailing.

The Fame, Thompson, master, was at Louisburg; returned to Newport, August 9, and sailed on a cruise Sept. 6, 1745.

[Note 6.]

SOME AMERICAN CAPTURES IN THE SPANISH-FRENCH-WAR.

CAPTURED.	CAPTOR.	NAME OF CAPTAIN.
Sept 9, 1740, The Societie,	Tartar,	Joseph Cooper Benjamin Wickam
June 6, 1741, The Amiable Theresa, The St. Andrew, Chas. Davidson		
(6 guns, 8 swivels, 27 small arms.)		
July 27, 1741, The Triton and cargo,	Revenge,	George Fox
" " " The Three Sisters,	"	Jas. Allen
" " " Great Royal,	"	"
July 8, 1742, St. Joseph, privateer,	"	"
" 19, 1742, The Dove,	"	"
Aug. 11, 1742, Sea Flower,		Wm. Dyer
Sept. 17, 1742, The Alexander and cargo,		Robert Flowers
Oct. 6, 1742, The Three Brothers,		
Oct. 8, 1742, De la Clara,		
Oct. 29, 1742, St. Francis,		C. Davidson
Nov. 11, 1742, Brig Friendship,		
May 30, 1743, The Angolae.		James Allen
Aug. 5, 1743, The Caulker,		John Griffiths
1748, Sloop and cargo,	King George,	John Mawdesly
1745, The Dreadnaught,	Charming Betty,	Thomas Fry
1747, Young Johanna,	Defiance,	John Sweet
Dec. —, 1745, Fortuna,	Duke Marlborough,	B. Carr
Sept. —, 1747, Vessel and cargo,	Defiance,	John Sweet
1746, Pearl,	The Polly,	Arthur Helmn
1748, Vigilante,	Duke Marlborough,	B. Carr
" Snow Willis,	Defiance,	—
1747, The Greyhound, Prince Chas. Lorraine,		S. Potter
May —, 1744, Fortune, after hard fight,	Revenge,	James Allen
(Specie \$13,000 — gold and silver merchandise and 3 slaves.		

CAPTURED.	CAPTOR.	NAME OF CAPTAIN.
1747, Victory, Success,		Samuel Thurston
Oct. 23, 1747. De le Concepcione,	Defiance,	— —
1744, Serena,	Prince Frederick,	— —
Dec. 22, 1746, Delaware (recapture),	Defiance	
The Cæsar,	Revenge,	James Allen
The Snow Asboth,		
A Spanish ship (350 tons,) " "	Peter Marshal	
The Compt. Toulousse (20 g.) "	John Dunn	
July 6, 1743, Unfrow Sara,	Prince Frederick,	W. Hopkins
Sept. 13, 1744, The Britannia,	The Revenge,	James Allen
July 27, 1744, The Magdalena,	The Phœnix,	W. Bennetland
Dec. —, 1744, Lady of Rosary,	The Cæsar,	John Griffiths
July 19, 1744, Vessel (Gonzales mate),	King George,	Benj. Cranston
July 18, 1744, St. Pierre,	Prince Frederick,	John Dennis
Oct. 30, 1742, Godat,	St. Andrew,	C. Davidson
Oct. —, 1743, Vessel,	Prince Frederick,	John Dennis
Aug. —, 1748, New Brittain,	Defiance,	— —
July —, 1744, The Senior (ship),	Prince Frederick,	John Dennis
" " " San Joseph and San Nicholas "	"	"
Oct. —, 1742, A sloop and a schooner, Bonita,	Bonita,	Robert Flowers
Nov. —, 1747, Young Benjamin,	The Reprisal,	William Dunbar
Jan. —, 1744, St. Clair,	"	John Hopkins
Dec. —, 1745, The Hope,	"	"
1741, The Octavia,	The Charming Betty,	J. Collingwood
Oct. 26, 1745, The Friendship,	The Dolphin,	Rich'd —
June 2, 1746, The St. Jaques,	Prince Frederick,	— —
May 27, " Ship (engagement 8 hours), "	"	Peter Marshall
May 7, 1748, Elizabeth.	The Defiance,	John Sweet
May 10, 1745, Ship Wm. Galley,	The Revenge,	James Allen
Aug. 4, 1747, St. John Baptist,	St. George,	Nath'l Sweeting
Oct. 27, 1746, The Postilion,	Defiance,	John Dunn
1748, The Diana,	The King George,	— —
1746, The Gertuda,	Young Eagle,	Peter Marshall
Oct. 28, 1744, Ship off Newfoundland, Queen Hungary,	Queen Hungary,	Nath'l Potter
Apr. 15, 1745, Spanish ship (350 tons), Revenge,	Revenge,	John Hopkins
A French ship,	Defiance,	John Sweet
The Catherina,	"	"
Sloop and cargo,	"	"
The Polly,		Arthur Helme
The Victorine,	Prince Frederick,	Trowbridge
French schooner,	Charming Betty,	Benj. Fry

July 6, 1746. Capt. John Dennis took and sent into New Providence a rich Spanish settee (?) having on board 22,500 pieces of eight.

Nathaniel Sweeting took a Spanish ship of 400 tons, 10 carriage guns and 74 men, with a cargo valued at \$54,000, at Barcalonia.

The same captain also took a Dutch smuggler and sent both vessels to North Carolina, Feb. 17, 1746.

The Polly, Helme master, sent in a sloop with cocoa. The Polly is said to have made a very successful cruise, April, 1746.

The Prince Frederick, Peter Marshall, master, took a French snow from Nantz for St. Francois and sent her to Jamaica, May 27. She, with Dolphin, took a large French ship with dry goods, wine, &c., armed with 17 guns, June 30, 1746.

December, 1746, a prize snow, bound into Newport, went ashore at Nantucket, but she was got off and arrived safely.

Capt. William Dunbar took a ship of 200 tons laden with sugar coffee and rum, while on her way to France, in addition to those he had sent in.—Feb. 19, 1746-7.

In same, February, the brig Hester, Capt. Troop, of New York, took a French sugar ship on her way to port; she was retaken by a French privateer, and was recaptured by a Rhode Island privateer, March 9, 1747.

[Note 7.]

NOTICES OF RHODE ISLAND PRIVATEERS.

[From the Boston Post-Boy.]

"RHODE ISLAND, December 6, 1745.

Captain Peter Marshall, commander of a fine brigantine called the Prince Frederick, belonging to this port, with 130 stout, able men, besides officers, mounting 18 carriage guns, 30 swivels, and 18 blunderbuses, and all other warlike stores, sailed last Monday on a cruise against His Majesty's enemies. She is reckoned to be a prime sailor."

CHARLESTON, South Carolina, Feb. 16, 1746.

March 10, 1746.—There has a ship been brought in here that was taken by the Spaniards on her voyage from Jamaica to London, and retaken by two Rhode Island privateers—Captains Carr and Dunbar. Her cargo consists of sugar, rum, &c. The ship was formerly the Experiment, belonging to Mr. Townsend, of London, a merchant ship which Captain Curtis was late master of.

"NEWPORT, March 21, 1745-6.

March 24, 1746.—Last Wednesday arrived here the brigantine **Defiance**, a privateer of this place commanded by Capt. John Dennis, who in his cruise on the 30th of January last took a French ship of 20 guns and 82 men, bound from Port San-Louis to ——on Hispaniola, for convoy. This ship was then in company with two other vessels of force, which were all smartly engaged with Captain Dennis for some time, but she being the largest, Captain Dennis made a bold attempt and boarded her, and the other two observing, soon made off and escaped. Captain Dennis had 15 men killed and 15 wounded, most of them by being blown up on the quarter deck of the ship just after they boarded her. Seven of those killed were white men, among whom was Mr. John Calder, the Captain Quartermaster; the other eight were blacks. The wounded men are all in a likely way to do well. The enemy had 20 killed and as many wounded. Her cargo consists of 500 hogsheads of sugar, 57 hogsheads of indigo, with other valuable effects."

"PHILADELPHIA, April 10, 1746.

April 21, 1746.—We hear from Bermuda that the privateer brig **Cæsar**, Captain Griffith of Rhode Island, was cast away about three months' since on the west end of the Island; the captain and crew were saved, and are gone out in a privateer of that Island."

"NEWPORT. June 27, 1746.

June 30, 1746.—Captain Peter Marshall, commander of the brigantine **Prince Frederick**, privateer of this port, arrived here last Tuesday from his cruise against His Majesty's enemies, and has brought in a French prize ship—the **St. Jaques**. In the engagement Capt. Marshall lost his master and two other men, and had 14 men wounded." *same time*

"July 28, 1746.—We hear that Capt. Griffiths in a Rhode Island privateer has lately taken two prizes, to wit: a snow and a schooner, and has sent them in to New Providence."

NEWPORT, August 15, 1746.

August 18, 1746.—On Monday last sailed from hence on a cruise against His Majesty's enemies the privateer **Reprisal**, Capt. William Dunbar, commander, well fitted with warlike stores and upwards of 70 able bodied men."

"Yesterday arrived Capt. Buckmaster in 17 days from St. Kitts, who informs that Capt. Carr and Capt. Fry, commanders of two privateers belonging to this port, met with and engaged a French privateer of 8 carriage guns and 12 swivels, with 80 men, and after exchanging a few broadsides, they took her and carried her into Nevis."

NEWPORT, September 19, 1746.

September 22, 1746.—By a letter from St. Kitts, dated the 31st of August, we have advice that Capt. Dennis, in a privateer of this port, had retaken from a French privateer an English ship of 16 guns, and had carried her into St. Kitts. Capt. Dennis engaged them both for several hours, and in the action had two men killed, and himself and seven men wounded, but all are likely to do well. The French privateer escaped from him but was much shattered.”

JUNE 19, 1747.

EDITORIAL.—“By a vessel, a month from St. Christopher’s, we hear that the French privateers which were lately very numerous among the Leward Islands, are much lessened, many of them being taken by our cruising privateers. ’Tis said that Captain Dennis, in a privateer from Rhode Island, has taken four or five of them himself. He took one privateer of 14 guns and 140 men.”

[Note 8.]

PRIVATEERS FITTED OUT IN THE FRENCH WAR.

1753.

VESSEL.	OWNER.	MASTER.
The Mermaid,	_____	Oliver Ring Warner.

1755.

The Prussian Hero,	_____	Joseph Gardner.
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1756.

The Skip Jack,	William Richards,	James Young.
The Triton,	Robert Jackson, John Mawdsley, Benjamin Church, William Pitt,	George Crosswell.
The Prussian Hero,	_____	Joseph Gardner.
The Foy,	William Read, Jonathan Nichols,	John Dennis.
The General Johnston,	_____	Benjamin Almy.

1757.

The Charming Betty,	Joseph Wanton, Jr.,	Edward Church.
The Defiance,	Thomas Taylor, Matthew Cozzens, Robert Stoddard,	Walter Chaloner.
The King of Prussia,	Robert Crooke,	John Roffe.
The Hawke,	William Richards, John Coddington,	Mark Valentine.
The Trumpeter,	_____	William Richards.
The Defiance,	_____	Daniel Fones,
The Prince Frederick,	Robert Crooke, Benjamin Nichols, Isaac Steele, (<i>still</i>) Metcalf Bowler,	James Potter.
The Catharine,	_____	Jeremiah Cranston,
The Success,	_____	Robert Elliot.
The Maggott,	_____	John Lane.
The Defiance,	_____	Michael Phillips.
The Prince Ferdinand,	_____	Roderick McCloud.

1758.

The New Concert,	Metcalf Bowler, Christ'er Champlin,	Samuel Sweet.
The Jolly Bacheller,	_____	Samuel Angell.
The Scorpion,	Joseph Wanton, Jr., Benjamin Nichols,	John Warren.
The Ambergrombie,	William Richards, John Coddington,	Joseph Rivas. <i>(JR Riviera)</i>
The General Webb,	Isaac Hart,	Israel Boardman.
The Lord Howe,	Isaac Hart,	Roderic McCloud.
The Maggot,	John Malbone,	John Lane.
The Katharine,	James Gould. Augustus Johnston,	Robert Elliott.
The Mars,	_____	John Brown.
The Duke of Marlboro,	Isaac Stella, (<i>etc</i>) John Miller,	Estes Howe.
Othello,	_____	Francis Malbone.

APPENDIX.

The Rabbit,	Francis Honeyman, Isaac Hunt, (Hart)	Peleg Easton.
The Dolphin,	Naphthali Hart, Isaac Hunt, (Hart)	Oliver Ring Warner. Francis Honeyman,
The Triton,		Walter Buffum.
The Industry,	Aborn Page,	Joseph Owens,
The Roby,	Martin Luther, Sylvester Child,	Mark A. DeWolf.

1759.

The Defiance,	Benjamin Wanton
The Diana,	Metcalf Bowler, Samuel Sweet.

1760.

The Amazon,	John Franklin, Thomas Hazard, Henry Gardner,	John James.
The Lydia,		William Ladd.
The Success,		Abel Mincheson,
The Three Brothers,		Joshua Stoddard.
The Goldfinch,	George Jackson, Joseph Turpin,	William Metcalf,
The Phebe,	Simeon Potter,	Daniel Waldon.
The Success,		Daniel Fones,
The Molly,		—

1761.

The Sarah,	Jonathan Burdick.
The Wolf,	William Wanton,
The Three Brothers,	James Potter. Joshua Stoddard.

1762.

The Pompey,	Robert Crooke,	Samuel Johnston.
The Dolphin.	Naphthali Hart, Gideon Sisson, Francis Honeyman,	Thomas Rodman.
The Diana,	Thomas Hazard, Gideon Sisson, — Coddington.	Job Easton.

The Britannia,	James Redwood, Solomon Townsend, Francis Coddington. William Redwood,
The Diamond,	Joseph Wanton, Jr., James Ramsey. Naphthali Hart,
The Polly,	Caleb Cranston.
The Rising Sun,	William Pinnegar.
The Polly and Sally,	Lovett Thurston.
The Harlequin,	Thomas Richardson, John Lyon, Joseph Belcher,
The Dove,	Thomas Hazard, Henry Wall,
The Bearer,	John Oldfield, Nathaniel Clarke,
The Charming Polly,	Godfrey Malbone, jr. John Malbone,
The Harlequin,	Loveitt Thurston,
The Nancy,	Daniel Wilcox.
The Defiance,	Geo. Nichols.
The Sarah;	Metcalf Bowler,
The Africa,	James Duncan.
The Pompey,	John Thompson.
The Unity,	John Easton.
The Conformator,	Samuel Johnston.
The Wolf,	Benjamin Hicks.
The Industry,	James Coddington.
	Thos. Underwood.

[Note 9.]

The Success, Seth Harvey, master, was captured with 96 slaves, May 30, 1757, and carried into Martinico.

The Marygold, William Taylor, master, having on board 80 slaves, was captured June 19, 1756, within twelve miles of Antigua. The captain wrote his owners that he left captains James, Hammond (Palsgrave), Pinnegar, Rodman and Clarke on the Coast of Africa; that Clarke, when he left, had 40 slaves.

The Sirre Leone, David Lindsey, master, belonging to Philip Wilkins, on May 27, 1756, on her voyage from the Coast of Africa to St. Christopher's, was captured and carried into Guadaloupe.

The Hawke, Owen Morris, master, on a voyage from the Coast of Africa with 75 slaves, April 4, 1756, was captured and carried into Martinico.

The Dolphin, George Nichols, master, was captured on the Coast of Africa, Dec. 3, 1756, and carried into Goree and condemned.

The Industry, Thomas Underwood, master, with a cargo of 107 slaves, bound from the Coast of Africa to St. Christopher's, was captured April 10, 1758.

The Prince George, John Peck, master, was captured and plundered on the Coast of Africa, Jan. 30, 1761; voyage broken up.

The ship Cæsar, of Newport, Jeremiah Clarke, master, left the Coast of Africa Sept. 22, 1761; had on board 116 slaves bound to the West Indies; was captured by a French cruiser, Oct. 30, off Cape St. John.

The Success, Nehemiah Rhodes, master, was captured on the Coast of Africa, July 8, 1761, having on board 43 slaves.

The Two Friends, Polypus Hammond, master, with 130 slaves and 28 elephants' tusks, was captured June 20, 1727.

Annamaboo, Walter Buffum, master, with half cargo of slaves, was captured July 23, 1758.

The Fox, William Taylor, master, was captured at the same time and near the same place as the Annamaboo.

The King of Prussia, Joseph Wanton, master, with 54 slaves, 20 ounces gold dust, and 66 hogsheads of rum, was captured July 23, 1758.

[Note 10.]

The following are some of the vessels from Rhode Island, captured by the enemy in the French war, sometimes called the "seven years' war," to wit:

VESSELS.	CAPTAINS.
- April 1758. The Sally, condemned at Cuba.	
The London, taken on voyage from Surinam,	
The Fox, captured on Coast of Af-	
rica,	William Taylor.

▲ July 1, 1759. The Elizabeth,	Robert Burgess.
▲ May 18, 1859. The Daniel,	Robert Rodman.
▲ Dec. 5, 1758. The Industry,	Robert Ferguson.
▲ June 26, 1759. The Hare,	Ebenezer Tyler.
▲ Apr. 28, 1761. The Sarah,	Caleb Cory.
▲ May 30, 1761. The sloop Success.	Seth Harvey.
▲ June 20, 1757. The Two Friends,	Pollipus Hammond.
▲ Dec. 20, 1857. The Charming Betty (horses, fish and lumber),	James Dixon.
▲ The Marygold, (horses, oil, candles),	William Taylor.
▲ Dec. 1, 1856. The Bonitar (fish, lumber, &c.)	Peleg Easton.
▲ Mch 25, 1857. The Sirre Leone,	David Lindsey.
▲ Dec. 3, 1756. The Dolphin (rum, coast Africa),	George Nichols.
▲ Oct. 9, 1757. The Prudent Hannah (ransomed),	Ebenezer Vose.
▲ May 30, 1758. The Hannah (West India goods),	Moses Bennett.
▲ Dec. 26, 1761. The Portsmouth (W. India goods),	John Heffernan.
▲ July 28, 1761. The Lydia (wine from) John Ellsbree.
▲ Oct. 22, 1861. The Mayflower,	Thomas Child.
▲ July 14, 1761. The King of Prussia (off Madeira),	Robert Rodman.
▲ Oct. 21, 1759. The Bachelor (molasses),	William Davidson.
▲ Oct. 4, 1761. The Penelope (money, bills of ex.)	Robert Whately,
▲ Nov. 14, 1761. The Four Brothers (near Surinam)	Peleg Thurston.
▲ Dec. 8, 1761. The Rainbow (St. Thomas),	Ebenezer Trowbridge.
▲ July 25, 1761. The Caesar, The Peggy,	Jeremiah Clarke.
▲ Sep. 29, 1761. The Charming Betty (W. Indies),	Joseph Sheffield.
▲ Mch. 8, 1761. The Three Brothers, "	Rememb'ce Simmons.
▲ May —, 1758. The Fox,	John Coddington.
▲ Sep. 18, 1762. The Friendship (acquitted),	Edward Bissel.
▲ Nov. 30, 1762. The Susanna (sugar and indigo),	John Duncan.
▲ June 22, 1762. The Black Prince (plundered and sent off),	Stephen Goddard.
▲ July 17, 1762. The Increase (in Jamaica once by French, twice British),	Daniel Hammond.
▲ May 30, 1762. The King George (molasses),	Jirah Grinnell.
▲ July 8, 1862. The Betsy (West India goods), The Speedwell (taken by French, retaken by British, liberated with salvage, and again cap- tured and ransomed, captured after and plundered),	Benjamin Wright.
▲ July 5, 1762. The Polly (plundered and set adrift; captured again Oct. 11, 1762),	William Robinson.
	Peleg Hall.
	William Ladd.

♦ Aug. 21, 1752. The Abby (captain killed in engagement),	John Donovan.
♦ Aug. 2, 1762. The Resource (West Indies),	John Laner.
♦ Oct. 19, 1762. The Dove (rum and salt),	Rememb'ce Simmons.
♦ Mch. 3, 1763. The Pitt (West Indies),	Christopher Allan.
♦ Nov. 8, 1762. The Nancy (spermicetti candles, — — — — —),	George Nichols.
♦ Dec. 2, 1758. The Swan,	William Wall.
♦ June —, 1758. The Swallow (from Surinam),	Benjamin Gorton.
♦ June 14, 1758. The Fanny,	Benjamin Wickham.
♦ Jan. 28, 1758. The Jamaica Packet,	Anthony Blackstock.
♦ — — —, 1758. The Unity,	John Jones.
♦ Dec. 2, 1759. The America (),	Henry Jackson.
♦ — — —, 1761. The Hope (sugar and molasses),	William Lawrence.
♦ Aug. 9, 1761. The Dolphin,	Jeremiah Greene.

NOTE.—some of these vessels were ransomed after capture, others were recaptured, and it was alleged that some of them were wrongfully captured and carried to the French West India Islands for condemnation when the captains could not give the necessary bond to defend them, and the vessels were wrongfully condemned by default.

[Note 11.]

PRIVATEERS IN THE REVOLUTION.

VESSEL.	OWNER.	MASTER.
1776. - July 25, Revenge.	John Sanford, Caleb Gardiner,	Samuel Dunn, Jr.
- Nov. 5, Expedition.	Samuel Brown, Jeremiah Platt,	Eliphalet Ripley.
♦ Nov. 16, Revenge.	Samuel Dunn, Jr.,	Joseph Sheffield.
- Oct. 7, Minerva.	Adam Babcock,	Joseph Rotch.
- Aug. 26, United States.	Joseph Belcher,	Benjamin Pierce.
- Nov. 20, Greenwich.	Silas Casey, Nath'l Greene & Co., Wm. Greene,	Joseph Gardner.
- Oct. 8, Charming Sally.	Isaac Sears,	Francis Brown.
- Aug. 8, Montgomery.	Nath'l Greene, John Smith, Wm. Wall,	William Rhodes.
♦ Nov. 21, Oliver Cromwell.	Nicholas Brown, William Russell,	Sam'l Chace, jr.
♦ Sept. 24, Yankee Ranger.	William Wall, Nicholas Brown,	Samuel Tripp.

- Aug. 20,	Diamond.	Nicholas Brown,	Thomas Stacy.
- Sept. —,	Diamond	Nicholas Cooke, Thomas Hazard,	Wm. Waterman
- Sept. 17,	Broome.	Zebulon Budlong,	Richard Whellon.
- Aug. 13,	America.	Samuel Wyatt et al,	William Dring.
- July 24,	Independence.	Nicholas Cooke, et al.,	Jabez Whipple.
- Nov. 20,	General Gates.	George Corliss, Joseph Russell,	John Grimes.
- Nov. 20,	Favorite.	John Brown,	Geo. W. Babcock.
- Sept. —,	Favorite.		Abner Coffin.
- June 12,	Polly.	Joseph Cooke,	Ezekiel Durfee.
- Aug. —,	Joseph.	John Innis Clarke,	John Field.
- Sept. 11,	Industry.	Nich. Browne, et al.,	Thomas Child.
- Oct. 16,	Retaliation.	John Brown,	Isaac Jaines.
-	Snow Bird.		Israel Ambrose.
- Nov. 20,	Hawke,	John Brown,	James Phillips.
- Oct. 4,	Yankee Ranger,	William Earle,	Daniel Simmons.
- Sept. 14,	Favorite,	John Brown,	Abner Coffin.
- Oct. 28,	General Sterling,	Silas Casey,	John Thomas.
- April 2,	Joseph,	John Innis Clarke,	James Munroe.
- Nov. 12,	Lady Washington,	Nathaniel Gyles et al.	Ishmael Hardy.
- Sept. 28,	Charming Sally,	Isaac Sears,	Francis Brown.
- Aug. 13,	Polly,	John Brown,	Jos. Tillinghast.
- July 30,	Putnam,	John Jenckes,	Chris. Whipple.
-	War Eagle,		Isaac Field.
- Aug. 27,	Bacheller,	John Collins,	William Ladd,
- July 6,	Diamond,	John Brown,	William Chace.
- July 19,	Yankee Ranger,	William Wallace,	John Warren,
- Oct. 11,	Broome,	Isaac Sears,	Samuel Wanton.
- Aug. 14,	Hawke,	John Brown,	Arthur Crawford.
- Sept. 29,	Eagle,	John Mathewson et al.	Isaac Field.
- Nov. 6,	Fanny,	William Hart et al.	Azariah Whitney.
- Nov. 20,	Blaze Castle,	William Russell, Joseph Russell,	James Munroe.
- July 21,	Mermaid,	John Innis Clarke,	Lemuel Bishop.
- Oct. 28,	General Warren,	Silas Casey,	Silas Cooke.
- Sep. —,	Game Cock,	John Smith,	Timothy Pearce.
- July 16,	Defiance,	John Innis Clarke,	Elijah F. Payne.
- Nov. 13,	Rover,	Nicholas Brown,	John Horne.
- Sep. 30,	Montgomery,	John Smith et al,	Thos. Rutenburg.
- June 8,	Snow Bird,	Nicholas Brown,	Louis Thomas.
- — —,	Minerva,		James Mowry.
- May 29,	Victory,		Benj. Lindsey.
- Aug. —,	America,	Abram Page,	Nath'l Packard.
- Aug. 24,	Lady Washington,	Samuel Wyatt,	James Godfrey.

- Nov. 12.	Adams,	Jeremiah Platt,	George Shokely.
- July 3.	General Greene,	Silas Casey,	John Garzie.
- May 15.	Montgomery,	John Southwick,	Daniel Bucklin.
- Aug. 26.	Greenwich,	Jacob Green et al.,	Job Pierce.
- Nov. 20.	Sally,	John Brown,	Joseph Peck.
1777			
- Dec. 30.	Marlborough,	John Brown,	Geo. W. Babcock.
- July 11.	Swallow,	John I. Clarke,	Benjamin Seabury.
- Sept. 15.	United States,	N. Miller et al.,	Thos. Tillinghast.
- Nov. 5.	Diamond,	John Brown,	Thomas Stacy,
- Nov. 7.	Blaze Castle,	Clarke & Nightingale,	James Monroe.
- Aug. 4.	Oliver Cromwell,	Nich. Brown et al.,	Samuel Chase, jr.
- Sept. 28.	Victory,	William Rhodes,	Jabez Westcott,
- Aug. 13.	Ranger,	Anthony DeWolf,	Isaac Eslick.
- Aug. 13.	Swallow,	Jere. Clarke et al.,	John Murphy.
- June 12.	Generous Friend,	Joseph Webb,	Samuel Stillman.
- July 3.	Retaliation,	John Brown,	John Tillinghast.
- Apr. 30.	Eagle,	Joseph Lawrence,	Mowry Potter.
- Oct. 28.	Fairfield,	Amos Hubbard et al.,	James Hovey.
	Tartar,		John Grimes.
	Spitfire,		Sheffield Atwood.
	General Sullivan,	William Wall et al.,	Henry Oman.
	Betsey,	John Wanton,	Edw. Dillingham.
1778			
April 1.	General Stark,	Cromwell Child et al.	Benjamin Pearce.
Jan. 28.	Sally,	Jabez Bowen,	Lemuel B'shop.
Mch. 16.	Dolly,	And. Caldwell, et al.,	Ebenez'r Williams.
April 5.	General Stark,	Nathan Miller et al.,	Benjamin Pearce.
Mch. 25.	Minerva,	William Vernon,	John Grimes.
Apr. 20.	Mary,	Peleg Clarke,	William Ladd.
1778			
	America,		William Dennis.
	Betsey,		Job Coggeshall.
	Two Brothers,		Joseph Bell.
	May Flower,		Stephen Jenkes.
	Barton,		George Wanton.
	Weazole,		Joseph Mauran.
	Industrious Bee,		George Allen.
	Jolly Robin,		Timothy Lock.
	Congress,		James Adams.
	General Arnold,		A. Cartwright.
	General Sullivan,		William Dennis.
1779			
Sept. 4.	Providence,	Robert Stevens,	James Godfrey.

• Nov. 8.	Count d'Estang,	Caleb Gardner,	John Sanford.
• Sep. 21.	Flying Fish,	Nathan Miller et al.,	Caleb Gardner.
• July 14.	General Lovell,	Robert Slocum et al.,	Isaac Rider.
• Nov. 6.	St. John,	Wm. Creed,	Nehemiah Adams.
• Mch. 2.	Molly's Adventure,	James Hood et al.,	Peter Day.
• Dec. 31.	Providence,	John Brown,	Thos. Jackson.
• Oct. 14.	Fulton,	William Wall et al.,	Richard Mass.
• Jun. 26.	Dolphin,	John Humphrey,	Isaac Tyler.
• Nov. 13.	Black Snake,	Jacob Greene et al.,	Job Pierce.
• Feb. 26.	Wasp,	Samuel Bailey,	William Cornell.
• Jun. 11.	Wasp,		Joseph Briggs.
• Oct. 18.	Black Snake,	Jacob Greene,	Isaac Carr.
• Sept. 3.	Barber,	William Richmond,	Mich'l Underwood.
Sept. 4.	Providence,		James Godfrey.
• July 14.	Hawk and Eagle,		Henry Soule, Jr.
• Feb. 24.	Weazole,	Jonah Flagg,	John Wheaton.
• Aug. 18.	Retaliation,	John Garzie,	Nathan Westcott.
• Jun. 29.	Gen'l Gates,	Robert Taylor,	Elisha Warren.
• Oct. 2.	Abigail,	Nathan Miller,	John Hall.
• M'ch 3.	Hero,	Robert Taylor,	Caleb Greene.
• May 11.	Friendship,	John Brown,	Thos. Jackson.
• M'ch 30.	Bradford S.,	S. Royal Paine,	Sion Martindale.
• Sept. 13.	Macaroni,	Jonathan Waldron,	Peleg Eldred.
• Juily 22.	Success,	Rich'd Mathewson,	Isaac Carr.
• Aug. 25.	Marvel,	Walter Burdick,	Elisha Bennett.
• April 17.	Happy Return,	John Brown,	William Jacobs.
• Aug. 12.	Gen'l Wayne,	Jos. Lawrence,	Nicholas Webster.
• Oct. 13.	Hero,	Sam'l Allen,	William Wardwell.
• July 10.	Barber,		Thomas Stanton.
• Ap'l. 19.	Providence,	Samuel Aborn,	Lowry Aborn.
• Ap'l. 3.	Lark,	James Sabin,	Benj. Butts.
	Independence,		Joseph Almy.
	A privateer commanded by Nathaniel Briggs.		
	Saratoga,	J. I. Clarke	James Munroe.
	Prudence		Lowry Aborn.
	Happy Return,	John Brown,	Jona. Treadwill.
	Marvel,		Elisha Bennett.

1780

• Ap. 14.	Argo,	John Brown, et. al.,	Silas Talbot.
• Ap. 25.	Chance,	Clarke & Nightingale,	Daniel Aborn.
• Aug. 12.	Brig Providence,		Abijah Potter.
• Dec. 16.	Brig Marianna,		John Kendrick.
• May 10.	Adventure,	John Brown,	Pardon Sheldon.
• M'ch 14.	George,	Nathan Miller,	Samuel Wardwell.

• M'ch 14.	Wayne,		Benj. Pearce.
• May 12.	Gen. Wash't'n,	John Brown,	James Monroe.
• M'ch 20.	Betsey,	John Brown,	Jos. Cooke.
• June 12.	Gen'l Gates,	John Mumford,	Obadiah Wright.
• June 3.	Harbinger,	John Brown,	William Malone.
• Ap'l 18.	Crawford,	Nicholas Brown,	John Updike.
1781			
Aug. 8.	Flora,	Jacob & Griffin Greene,	Henry Johnston.
Sept. 14.	Comet,	Howland Coit et. al.,	William Walters.
July 25.	Marianna,	John Williams, et al.,	Chris. Whipple.
Nov. 25.	Brig Hope,	John Brown,	Simeon Smith.
Aug. 11.	Sloop Hope,	Clarke & Nightingale,	Chris. Smith.
Sept. 27.	Rover,		Jos. Olney.
Sept. 7.	Wasp,	Clarke & Nightingale,	Peleg Greene.
July 3.	Minerva,	Jacob & Griffin Greene,	Benj. Pearce.
Dec. 6.	Greyhound,	M. Mackay,	Philemon Haskell.
1782			
• May —	Chance,	Clarke & Nightingale,	Benj. Aborn.
• July 23.	Fair Play,		James Phillips.
• Jan. 29.	Count deGrasse,	John Channing,	Peter Alop.
• Sept. 5.	Lady's Delight,	William Bucklin,	William Bucklin.
• M'ch 9.	Chance,	Francis Mulligan,	Sam'l Watrous, Jr.
• Dec. 3.	Trimmer,	Zebulon Story,	Sam'l Jeffers.
• April 24.	Rising Sun,	Nicholas Brown,	Thos. Jackson.
• Dec. 7.	Modesty,	Morris & Man,	Alfred Arnold.
	Clemence	H. H. Tillinghast,	William Hopkins.
• Oct. 16.	Phœnix,	William Creed,	William Corey.
• Sept. 5.	Elisha Greene,	2-mast boat,	James Anthony.
• Nov. 13.	Gen. Rochambeau,	John Topham,	Oliver Read.
• Oct. 4.	Unity,	Cotton Gelston,	Jonathan Coffin.
• Dec. 3.	Trimmer,	Richard Woodson,	Sam'l Jeffers.
• Oct. 1.	Industry		Eleazer Warren.
• Aug. 5.	Baton		Daniel Collins.
• July 9.	Yorick,	Welcome Arnold,	Charles Handy, Jr.
	Industry,	Henry Wyncoop,	Peleg Greene.
• July 24.	Gamecock,		William Hopkins.
• May 25.	Marquis de Lafayette,	Miles Cooper,	Jos. Olney.
• June 20.	Sally,	John Brown,	Jacob Westcott.
• July 28.	Fair Play.		James Phillips.
• April 13.	Insurance,	John Brown,	Isaiah Cahoone.
• Jan. 3.	St. John,	William Creed,	Oliver Bowen.
• Nov. 16.	Scammel,	John Innis Clarke,	Noah Stoddard.
• Sept. 13.	Surprise,	N. Silsby, et al.,	Benj. Warren.

1783

M'ch 17.	Gen. Greene,	Griffin Greene,	John Remington.
M'ch 9.	Vermont	William Barton,	Isaac Tyler.
Jan. 1.	Gen. Washington,	Chris. Hopkins,	John Wanton.
Jan. 4.	Maria Antoinette,	Thos. Jenkins,	Shubael Worth.
Jan. 24.	Nancy,	John Humphrey,	John Humphrey.
M'ch 25.	Game Cock,	John Smith,	John L. Tillinghast.
M'ch 1.	Lively,	John Dennis,	Jonathan Allen.
M'ch 1.	Count de Grasse,	Jonathan Dennis, et al.,	Jonathan Dunham.
M'ch 20.	Peacock,	William Creed,	Joseph Olney.
M'ch 17.	Neptune,	John Smith, et al.,	John Dalling.
M'ch 12.	Fulton,	William Wall,	John Pond.
Feb. 20.	Snake Fish,	John Brown,	Josiah Cahoone.
M'ch 5.	Gen. Washington,	Chris. Ellery,	William Covell.
Feb. 20.	Wonder,	Zebulon Story,	Thos. Forrester.
Feb. 5.	Gen. Greene,	Peleg Wood, et al.,	Sam'l Jeffers.
Feb. 17.	Polly,	Joseph West, et al.,	Alfred Arnold.
Jan. 24.	Modesty,	W. Morris,	William Brown.

[Note 12.]

SOME PRIZES SENT INTO RHODE ISLAND IN REVOLUTION.

1776.

	CAPTURED VESSEL.	CAPTOR.	MASTER.
August.	Two valuable prizes, (sugar, cotton and coffee.)	Diamond,	Wm. Chace.
17	9 prizes in Newport awaiting condemnation. Bark, (sugar and rum,)		
	Rover,	Montgomery,	Montgomery.
	Swallow,	Snow Bird,	Daniel Bucklin.
	Brig Fanny,	Independence,	Israel Anderson.
	Betsey,	Montgomery,	Whipple.
	Cool and Easy,	"	Wm. Rhodes.
Nov 30.	Endeavor,	"	Thos. Rutenbergen.
Dec. —.	Frank,	"	"
	Brig Rice Pongas,	The Eagle,	Barzellia Smith.
	Friendship, (transport,) Independence,		

	Live Oak,	Diamond,	Thomas Stacy.
April 9.	Brig and sloop from protection of Scarborough, Row Gallies.		
.	The Crawford,		"
.	Ship Woodcock,	Diamond,	Thomas Stacy.
Oct.	Hannah,	Favorite,	Abner Coffin.
.	Paisley,	Greenwich,	Job Pearce.
.	Brig Mary and Joseph,	Montgomery,	Thomas Stacy.
Nov.	Phenix,	The Greenwich,	Job Pearce.
Aug.	Triton,	Montgomery,	William Rhodes.
.	Brig Bee,	"	"
.	Westmoreland,		Esek Hopkins.
.	Georgia packet, condemned August 17.		
.	Speedwell,	" " "	
.	Cargo of Brig Union,		James Monroe.
Sept. 2.	Star and Garter,	Diamond,	Wm. Chase.
Mch. 26.	Cabot,,	True Blue,	Elisha Herman.
Sept. 27.	Ship Union,	Hawke,	Arthur Crawford.
Oct. 4.	Ship Belle,	The Greenwich,	Job Pearce,
Sept. 21.	Ship Thomas,	The Hawke,	Arthur Crawford.
Apr. 11.	Georgia packet,	Row Galley,	John Grimes.
.	Sally,	The Joseph,	John Field.
Dec. 3.	The Ship Jane, Property,	Montgomery,	Rutenberger.
Oct. 1.	British transport and Supply, The Independence.		
June 13, 1775,	two American vessels were said to be in the west passage, on the west side of Conanicut. At that time the British frigates Rose, the Swan, and a tender with five prizes were in the harbor of Newport. The two British vessels of war and the tender got under way and sailed around the north end of Conanicut to look down the west passage. In the meantime, volunteers from Newport boarded the prizes, overcome the prize crews, recaptured the prizes, and took them to a place of safety.		

1777

Dec. The Syren wrecked on Point Judith. The Sisters and the Two Mates were condemned in 1777.

Mch 11. The Two Brothers, with cargo of provisions, was driven on shore at Westerly.

The Kingston packet.

1778

Aug. 8. The Fanny, The Hornet and Seven Brothers.

APPENDIX.

65

Aug.	8.	Peggy, Nancy, Brig Sally. Delancy,	The Dolphin, “ Yankee Ranger, Dolphin,	Isaac Tyler. “ Isaac Tyler.
1779		Harlequin, Glasgow,	Mifflin,	Geo. W. Babcock.
Jan.	14.	Molly's Adventure,	Hornet, (recapture.)	Charles Jenckes.
Sept.	9.	Dolphin,		Sion Martindale.
		British Supply Boat—four boats.		
		The George, { The Thomas, {	captured by Col. Christopher Greene.	
Dec.		Britannia, Rebecca.	Joseph & Jonathan.	
1780		Barrington,	Gen. Washington, James Munroe.	
		John.		
Aug.	28.	Le Committe,	recaptured with car- go valued at £31754 sterling, by the Randolph.	
		Industry,	Revenge.	
		Spitsfire,		James Munroe.
		Surprise,		Silas Talbot.
		Le Compt,	Hancock,	Peter Richards.
1781		Rochester (brig),	Young Cromwell,	Jona'n Buddington.
Jan.	4.	Phœnix,	Marquis de la Fayette,	
		Brig Rose,	Success,	John Hopkins.
Sept.	24.	Rachel,	Hope,	C. Smith.
Jan.	2.	Betsey,	Morning Star,	Jonathan Richards.
April	16.	Union,	Protection,	John F. Williams.
		Brig John,	“	“
		James,		Jona'n Buddington.
Aug.	30.	Sally,	Assurance,	Isaiah Cahoonie.
1782		America—recaptured.		
		Fair America,	Rochambeau,	Oliver Read.
Dec.	1.	Defiance—recap'd,	Young Scammel,	Noah Stoddard.
Oct.		Truncator,	Surprise,	Benjamin Warren.
		Friendship,	Modesty,	Alfred Arnold.
		True Britton,	Deliverance,	
		Manly,	“	
		Squirrel,	Young Scammel and Hero.	

1782	Fox,	Insurance,	Isaiah Cahoon.
Oct. 12.	Fly,	Hero,	Oliver Read.
Mch. 19.	Tyron, New York Packet, Patty, Speedwell,		John Scranton. Alfred Arnold. William Brown.
Mch. 17.	Leopard,	Rochambeau,	Oliver Read.
Sept.	Hamburg,	Polly,	Alfred Arnold.
Mch. 7.	Cool and Easy,		James Prior.
Mch. 26.	Hope,	Polly, Providence—recaptured.	Alfred Arnold. "
		In court, March 3, the Rebecca, the Mercy and the Patty were condemned as lawful prizes, and the St. James was condemned near the same time.	
Feb.	Leopard,	Success.	
Jan.	Lion,	Rochambeau,	Oliver Read.
	Spy,	"	"

April 9, 1776, the British frigate Scarborough, 20 guns, a snow of 16 guns, with two transports, a brig and a sloop, arrived in the harbor of Newport from Georgia.

At that time there were two row gallies belonging to the colony, each mounting two 18's. The Spitfire was under the command of John Grimes, and had 44 men, and the Lady Washington was under the command of ——— Hyers, and had 45 men.

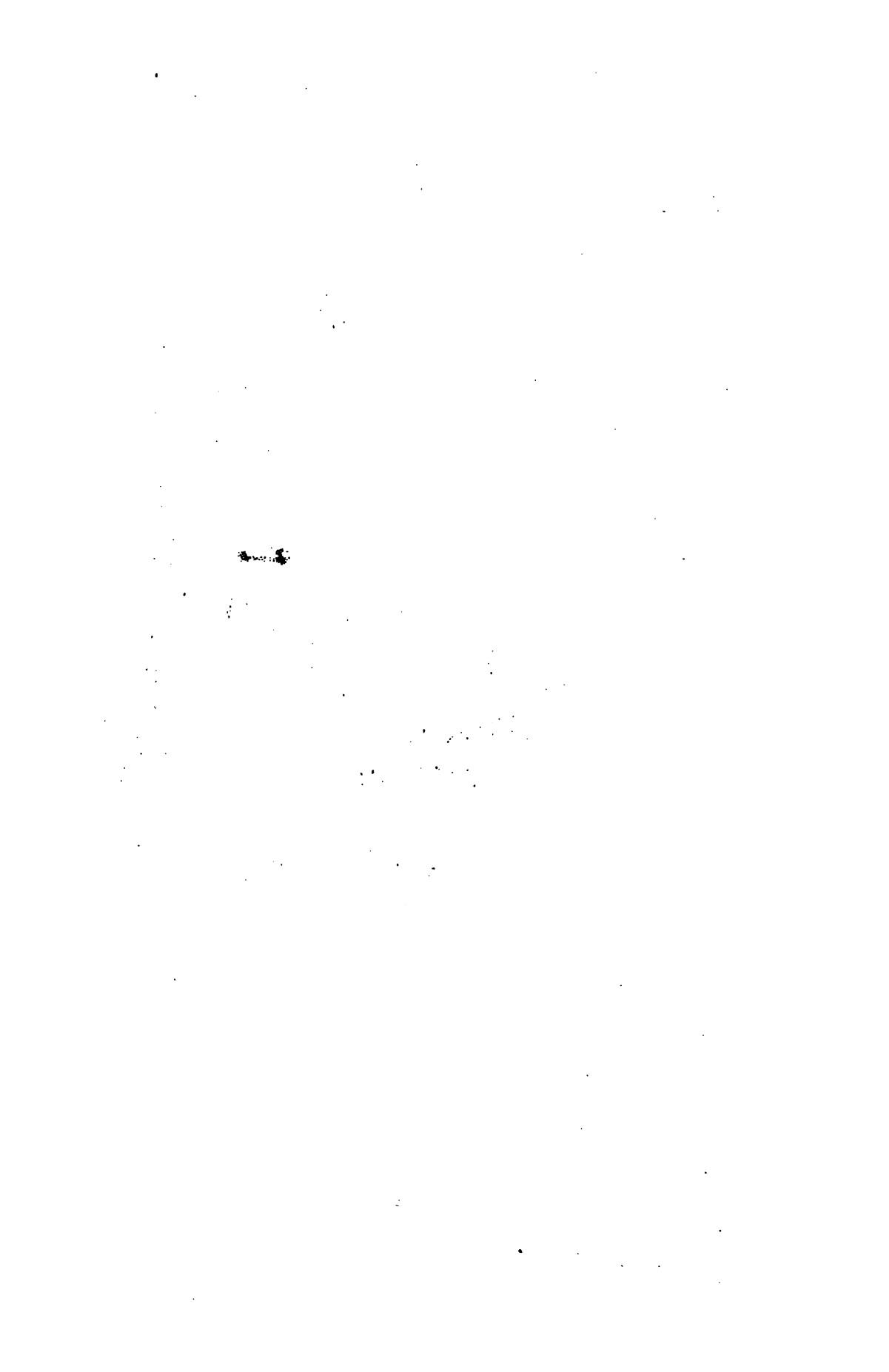
The row gallies captured the two transports and sent them out of the harbor to a place of safety. The brig was loaded with bread and the sloop was loaded with salt.

The gallies, after securing the transports, attempted to board the snow, but were driven off by the marines. Daniel J. Tillinghast, of Newport, was wounded in this engagement. The gallies opened fire on the Scarborough, as did the battery at the north end of the town. This forced her to slip her cables and haul over under Conanicut, where guns of the batteries were brought to bear upon her, and she was forced to go to sea. She had on board Sir James Wright and several leading tories from Georgia. The inhabitants of the town secured her cables and anchor. The previous Sunday a sloop from Georgia arrived and was captured.

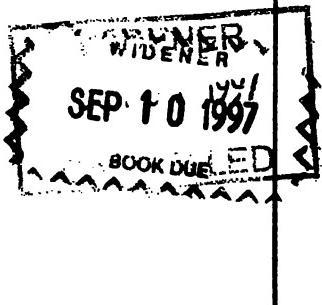
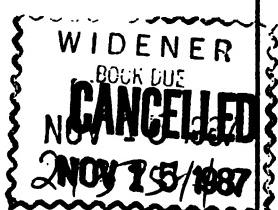
The following Rhode Islanders captured in privateers were in Forton prison in England, in July, 1778, to wit :

John Sherman,	Ebenezer Sever,
Robert Hedge,	Joshua Bowen,
Levi Wheaton,	Daniel Manchester,
Edward Slade,	Francis Devol,

Christopher Phillips,
James Smiley,
Abner Luther,
Jonathan Allen,
Israel Luther,
William Munroe,
Anthony Dago,
Thomas Muisey,
Hector McLane,
Benjamin Ivory,
Elias Porter,
James Brown,
Stephen Ready,
Solomon Smith,
Jonathan Langworthy,
Green Capron,
John Swan,
Peter Richards,
John Welch,
Robert Walker,
Caleb Lane,
Enoch Knapp,
Samuel Rice,
Samuel Mitchell,
Moses Pearce,
John Bell,
Sepperan String,
Jacob Tucker,
Daniel Smith,
Daniel Woodward,
David Gray,
Abijah Perkins,
George Smith,
James Lunt,
Christopher Clarke,
William Sawyer,
Eleazer Weeden,
Gardner Carr,
John Pearce,
Michael Coggeshall,
Amos Luther,
Peter Delock,
Edward McGrath,
Jacob Cunningham,
Ephraim Smith,
Michael Pepper,
Cyrus Fanning,
Zachariah Hatch,
William Kelly,
William Shaw,
James W. Stanley,
Elisha Hinman,
Charles Buckley,
William Hambleton,
William Saunders,
Abraham Mace.
Holder Rhodes,
John Caswell,
William Mitchell,
John Patterson,
Daniel Beers,
Joshua Goss,
John Kilton,
Caleb Carpenter,
John Murphy,
Robert Wilcox,
Benjamin Hicks,
James Tew,
James Woodward,
James Bryant.



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